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MLP

Special Features This Issue
"N.E. Scale Ship Regatta" - "The Right Boat"
"Paddling Solo Along the Baltic Coast"

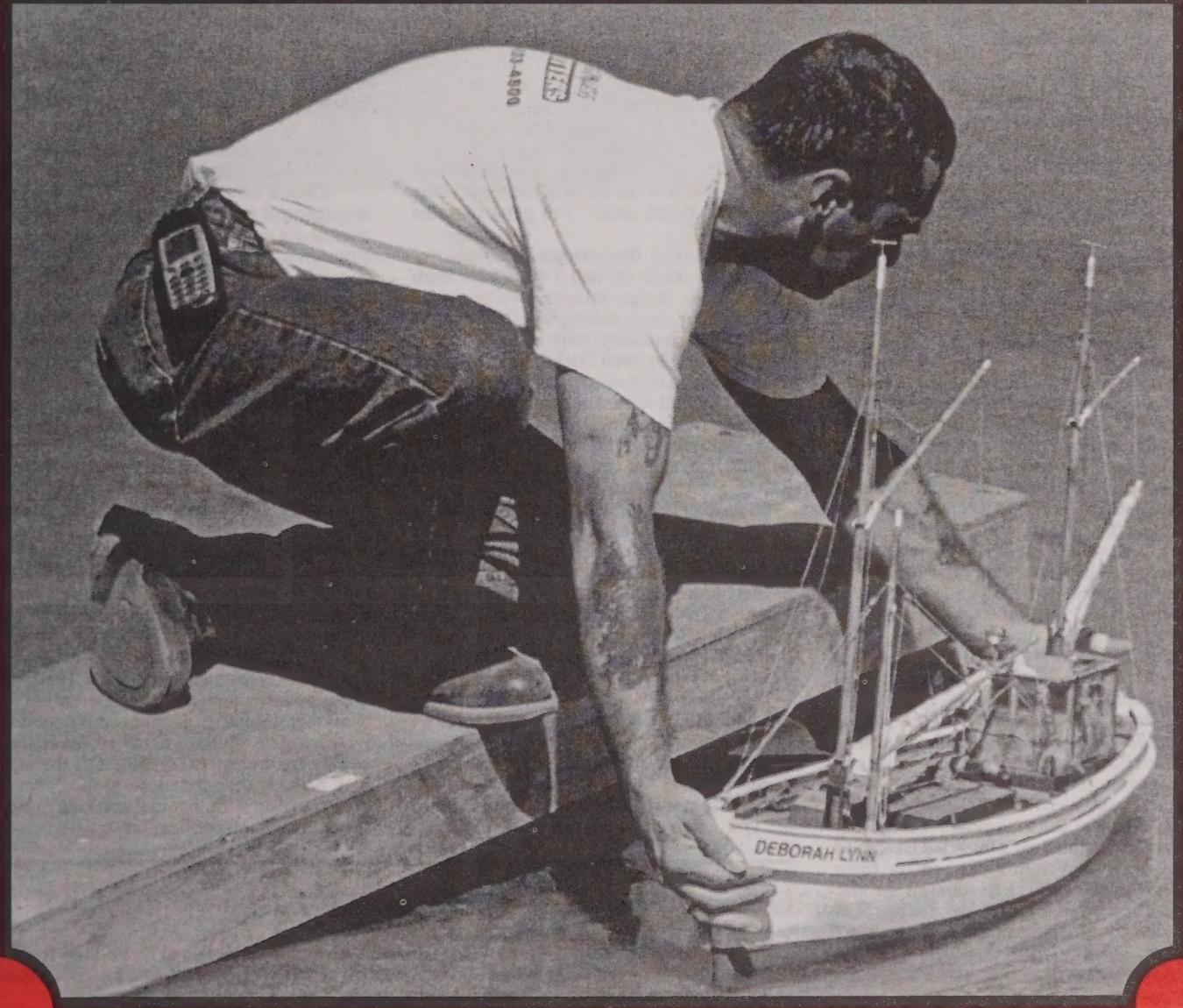
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messing about in **BOATS**

Volume 20 - Number 16

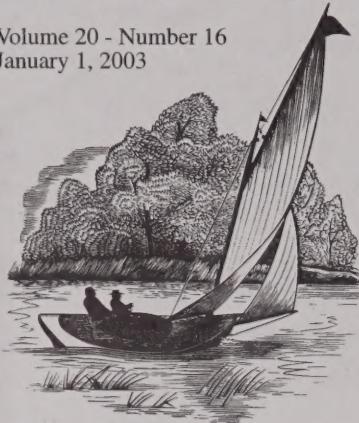
January 1, 2003



messing about in **BOATS**

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Volume 20 - Number 16
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Commentary...

Bob Hicks, Editor



promising enough to warrant the effort to supply articles about it.

Now at last we have a new series from a designer of just the sort of small boats we love, one well written with broader perspectives on what this small boating is all about. This came about through the good offices of Chuck Leinweber, publisher (if that's the correct term) of the small boat "online magazine" *Duckworks*. I suspect many of you who are internet fans are well aware of Chuck's efforts in this alternative form of publishing. If not, have a look at his ad somewhere in this issue.

John's perspective on small boat design includes more than just the technical details of designing a boat, as he says in this issue's introductory "From the Drawing Board," "I not only discuss the boat's capabilities and strengths, where and how it is intended to be used, the loads it will carry and how far, but also the smell of the salt and the skirl of the gulls overhead, the spray flying as she butts through the rising chop and the warmth from the stove when at last she is at anchor in some remote sheltered cove." You gotta like this approach.

Small boat designs are the stuff our dreams are made of, and I've always been receptive to design articles. We've had a scattering of these during our 20 years of publication, but only Phil Bolger (joined partway along by "and Friends") has provided us with a sustained series.

When Phil started out with us in 1985 it was because he had lost his access to small boat enthusiasts on the pages of *Small Boat Journal* when that much missed magazine turned into a pumpkin. Phil asked if we might add a page or two to each issue for his designs and we said, no we couldn't add a page or two (printing our little magazine requires minimum additions or subtractions of four pages) but we could find a page or two. Phil's been with us ever since, going on 18 years now. With well over 600 designs in his portfolio Phil figured they'd outlast him at 24 a year.

Occasionally we'd hear from someone grumbling about why so much Bolger and so little from any other designers? My answer to that was easy, "Phil sends us his stuff." Those "others" do not trouble to do so, apparently not regarding the opportunity to let you know about their work as being

Chuck and I have set up a working arrangement for our mutual benefit. On our part we are publishing the Welsford series and Chuck's advertising for *Duckworks*, while he is publishing advertising for us online for those who might wish to see what we have to offer. He is even signing on subscribers for us through his credit card arrangement for doing such things online. I don't do credit cards for the same reason I don't do a lot of other of today's hi zoot things, it complicates my life more than I care to have it complicated.

I'm delighted with all this, but also want to assure you that I still welcome those amateur designs some of you come up with. As a lifelong tinkerer myself (seat of the pants designer) in all genre in which I have had reason to become involved, I am not at all put off by amateurs who presume to design things. I have belonged for a number of years to the Amateur Yacht Research Society (AYRS), a British based group of non-conformists that goes back to the 1950s and has a small coterie of US adherents. I am charmed, despite their reliance on complex mathematics, by the variety of ideas these people are willing to try out. "Off the wall" may perhaps describe some of the concepts they come up with, but that suits our "out of the mainstream" publication.

On the Cover...

The Marine Modeler's Club of New England's recent New England Scale Ship Regatta brought together some superbly built and operated ship models. We have a photo essay all about it in this issue courtesy of their newsletter, *The Foghorn*.

"It pretty much spoils you
for any other rowing
boat."

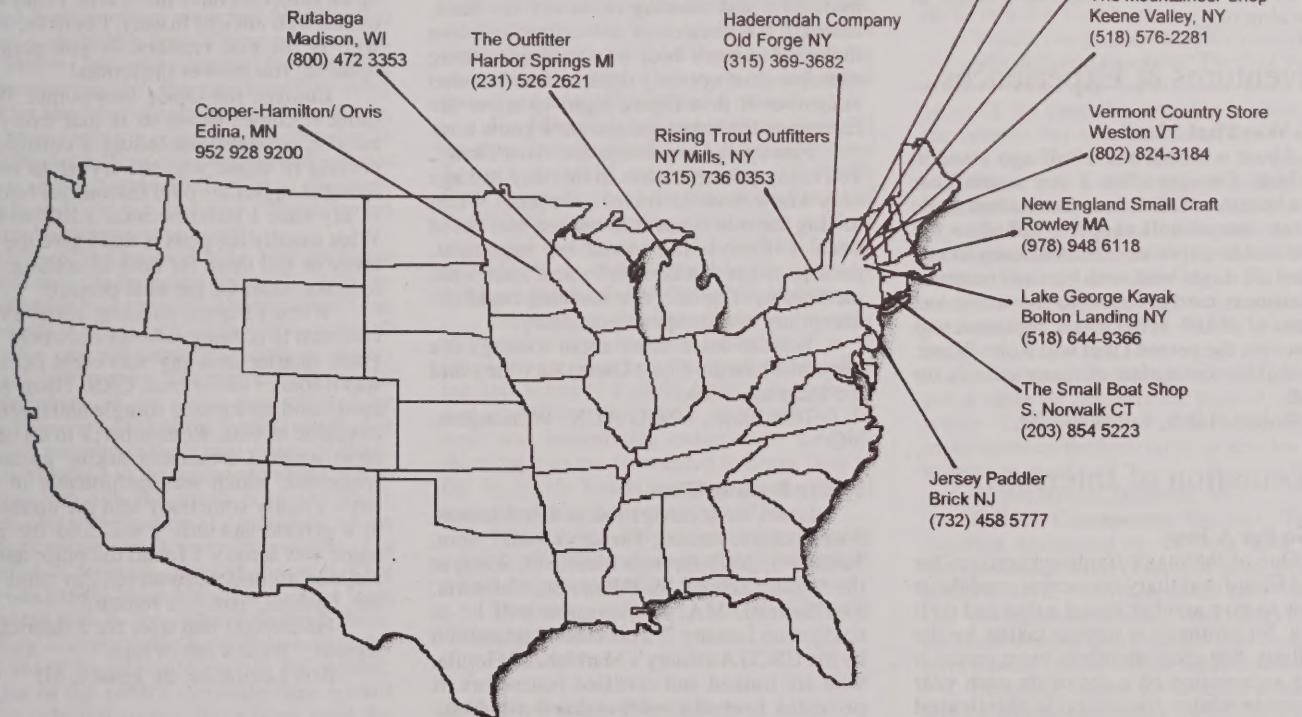
-Yachting

The ADIRONDACK GUIDE-BOAT

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"It is 5:15 a.m. I am rowing my
Steve Kaulback Adirondack Guide
Boat off the coast of Cape Cod. The
waters are glassy. My prow slices
the surface. I disturb several diving
cormorants. I am transfixed. I am in
touch. I am human. Great stuff.
Trust me."

Tom Peters, *Forbes*



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You write to us about...

Activities & Events...

Antique Boat Museum 2003

2002 has been a year of unprecedented opportunity and growth for the Antique Boat Museum in Clayton, New York. The Museum has received *La Duchesse*, a 110' houseboat with unique features such as an original Tiffany glass skylight, gold leaf stenciling, bronze and marble fireplaces, and mahogany cabin accommodations.

The Museum has also just completed the construction of the Elizabeth and Bolling Haxall Library and Exhibition Building. This beautiful new structure, which reflects much of the River vernacular inscribed in the new Skiff Livery and Gold Cup Building, and which house the Museum's library, archives, education complex, offices, conference room, gift shop, three exhibition halls and theater, will officially open on May 10, 2003.

The 2003 Calendar of Events is as follows:

May 9. Museum Opening Day

May 10. Dedication of the Haxall Building

June 7. 1000 Islands Family Day

Juky 5. Posh Picnic & Fireworks

July 19. 6th Annual Festival of Oar, Paddle & Sail

August 1-3. 39th Annual Antique Boat Show & Auction.

Readers interested in learning more about the Antique Boat Museum are invited to inquire by mail to 750 Mary St., Clayton, NY 13624, or by viewing our website at www.abm.org.

Adventures & Experiences...

Who Was That Man?

About a month and a half ago I was in Beachton, Georgia when I saw a small car with a boat in tow. This boat was custom made with an unusual hull shape. I talked to the driver and he explained the boat lines to me. I asked if I might visit with him and received his business card along with the name and address of MAIB. What a nice surprise it was to discover the person I met was Robb White, boat builder and author of many articles for MAIB.

Robert Hatch, Tallahassee, FL

Information of Interest...

To Go For A Tow

One of the major training exercises for Coast Guard Auxiliary boat crew candidates is how to give another vessel a tow and do it safely. So seriously is towing taking by the Auxiliary that crew members must repeat it under supervision of a coxswain each year and again under the more sophisticated supervision of a Qualified Examiner every five years (the coxswain has to do it under the inspection of a Q.E. every five years as well).

Admittedly, the Auxiliary makes something of a production out of the towing exercises, with stern tows, alongside tows,

docking a tow and the like, but the truth is that anyone who operates a power boat, even a low horsepower outboard, may well be asked to give another boat a tow at one time or another. Not all of us are ready to do it.

First, what do you have on your boat that can serve as a towline? I am constantly amazed at the number of boats I see on the ramps which have almost no lines on board, neither docklines nor an anchor rode. By contrast, an Auxiliary boat must carry not one but two anchors and rodes, a set of docklines, four alongside tow lines and a stern towline with bridle to spread the strain on to two stern cleats.

Even in calm inland waters the vessel being towed should be at least 40' to 50' astern of the tug, and if the towing is offshore the towline must allow for both tug and tow to reach crest and trough of the waves at the same time, again to save strain on both. If necessary, you can use your anchor rode as a towline, but then, should you have to anchor because of a problem with your own vessel, you are rather handicapped.

A second rule of Auxiliary towing is that every person on both vessels must be wearing life jackets. Auxiliary boats carry an extra supply as not all recreational vessels have enough. Some do not have any! Towing places unusual stresses on both boats and those stresses can lead to accidents. Think of the towed boat. Power is being applied to it at the bow, hardly the usual place. For the tug, in most cases the strain of the boat being towed is coming aft of its power source and its rudder and steering is, to say the least, unusual. It is because of these diverse strains that an Auxiliary boat in a towing training exercise must not only dock its tow but also maneuver it in a figure eight to show the Examiner the coxswain and crew know how.

Finally, the key words are "Tow Slow". Too many power boaters in this day and age only know how to travel on plane. When towing the rule is never to exceed hull speed even if those being towed are impatient, perhaps to get to a head as I recall somewhat memorably. The lady that morning could not accept my towing speed graciously.

Want to learn more about towing? It's easy, just join the Coast Guard Auxiliary and the learning is free.

Tom Shaw, USCG AUX, Wilmington, NC

Public Boating Class

Learn basic navigation at this 8 lesson, 9 week course running Tuesdays from 7-9pm, January 7, 2003 through March 11, 2003, at the Middle School, 89 Village St., Cafeteria, Marblehead, MA. Registration will be at 6:45pm on January 7. This class is sponsored by the USCG Auxiliary's Marblehead Flotilla, who are trained and certified instructors. It provides recreational boaters with basic knowledge of coastal navigation; the cost is \$50 for text and charts. The USCG Auxiliary, the civilian group of the U.S. Coast Guard is a public service organization dedicated to boating safety and education. For more information on this class or for membership, please call (781) 599 2825.

Opinions...

Underlayment is not Phillipine Mahogany

Reader Ron Laviolette suggests that lauan underlayment is the same as Phillipine mahogany, the stuff Chris Crafts were made of. Nope. Three ply underlayment has a very absorbent core with only two thin outer plies covering it. The glue is waterproof, but even with glass and epoxy this 5mm stuff can become dangerously heavy with all the water it will absorb. Osmosis (water penetration of epoxy) will go all the way to its limit.

Lauan is Phillipine mahogany in its solid wood form, as used by Chris Craft, but it has become a synonym for cheap mahogany ply. And actually Phillipine mahogany is not really mahogany, it looks similar but is less expensive and more plentiful, and comes from an area of the globe that does not have heavy tariffs to pay to export into the USA, nor is it from endangered forests.

Many people do use the lauan ply, and it can be made more safe and sound, but then we get into the cost factor, which leads to why not just buy a finished boat from a dealer? Hey, buy one of mine, I'll price it much cheaper than you can build it!

Seamus Doneagain, Lancaster, NY

Both Well Into Geezerhood

Your commentary on our many electronic gadgets in August 15 runs parallel to my own so I now believe you're a very erudite fella. I have a shiny new Gateway that I'm using as a word processor. I'm not on the web either. Of course, we're both well into geezerhood.

Being a lifelong reader and having kept up on subjects I have interest in, I find what's on the web ancient history. I believe, sir, the web is for non readers. If you print this opinion, you answer the letters!

Enjoyed the OpEd viewpoints. What I think it comes down to is that every boat builder, probably including a considerable portion of those who are trying to make a living at it, has his own reasons for building. In my case I build because I like to build. What usually happens is that I give the boats away or sell them for next to nothing. Have to make room for the next project!

When I started building about 1960, it cost next to nothing to build a rowboat. Shop grade quarter inch ply was eight bucks. Or was it four? I suffer from CRS. There was no epoxy and galvanized shingle nails were still available in bulk. Remember, I'm up here on fresh water. I remember asking around for white oak which was fashionable in those days. Finally somebody sent me up the road to a private sawmill. I was told the man's name was Jensen. I found the place and was walking around when an old guy came up to me. I asked, "Are you Jensen?"

He thought that over for a moment and replied, "What's left of him!"

Ron Laviolette, St. Ignace, MI

Another Look at "Boat Speed" and other Nautical Topics

I am impelled to comment on the interesting and informative non-technical discussion of "Boat Speed" by Robb White in a September issue. My comments are not

criticisms, they are merely thoughts that came to me as I read it.

I quote: "...there is only room for two (waves) in the boat length." A wave length is the distance from crest to crest or from any other part of the wave to the same part of the next one so I had to wonder if there are two waves in the boat's length at hull speed. No I think there is only one.

"...the stern wave sucks harder to the stern." Well there is no such thing as a wave sucking. The wave is merely left behind, air sliding in to take its place transferring its entire hydraulic gravity force of the water from stern to bow (weight, pressure) to push the boat back. The apparent sucking is merely the force of the stern part of the wave having been transferred to the forepart of the boat pushing the boat slower. No suction exists.

Commenting further, I wish to point out that a streamlined shape tapering to a point at the stern reduces drag in the water as a result of the gravity force (hydraulic pressure?) against the tapering down of the after sides squeezing the boat forward like you experience trying to hold a piece of tapered soap by squeezing it between your fingers. The drag apparent from a flat or blunt stern balanced against a properly shaped bow is the result of the water pressure simply not pushing against the stern any more. It isn't suction. Suction is simply the lack of atmospheric pressure against some part of the shape, balanced against the atmospheric pressure felt by the rest of the shape.

The illusion that a catamaran is more efficient, therefore faster, than a monohull of the same length becomes interesting when the sailing catamaran gets up on one hull, as I have often had mine do. This transforms it to a monohull and except for the fact that the heeled bottom shape may not be the ideal shape, it should be faster flying on one hull.

Hobie Cats were designed for launching and recovery in surf. The vee shape is to avoid need for any kind of leeboard sticking down. The true racing sailing catamaran has a semicircular bottom cross section and is faster than a vee bottomed Hobie Cat of the same length and weight and sail. These round bottom boats use centerboards.

Now to the nautical mile. I do not know at what date the thousand meters became the measure for navigation as a nautical mile but obviously it is an angle of one minute based upon the circumference of the earth in meters and is 1,000 meters. The metric system, and the definition of the meter was adopted by the new government of the French revolution in 1790, meeting in the tennis courts of Paris. It was selected to be measured along a line passing through the north pole and Paris which fits the definition of a meridian, so the original meter was a forty thousandth of a meridian of the earth, through the poles. That is, it was a ten thousandth of the distance from the north pole to the equator through Paris. Nothing is expected to have been said at the time about the circumference at the equator. Angles of the earth's circumference related to the celestial sphere have been used for navigation from early times.

As an aside, this is not related but interesting, that a pendulum of one meter length swings over and back once a second. This is purely coincidence, having nothing to do with the selection the length of a meter.

Steve duPont, Old Saybrook, CT

Projects...

Still Rowing My Monument River Wherry

Still rowing when the opportunity arises, still enjoying it. Had a visit last weekend from a rower from Kentucky (he swears there is a lake big enough to row on in Kentucky!) who was interested in building a copy of the wherry. I gave him the offsets and he took a lot of pictures. I have sent out quite a few copies of the offsets but I do not believe another boat has yet been built. Still enjoying the magazine.

Robb White continues to write very entertaining and informative material. If he put everything together in a book, I'd buy a copy.

Jon Aborn, Buzzards Bay, MA

Creating Juvenile Delinquents

Late last summer an engineer I worked with briefly before I retired in 1980 called and said his son was interested in doing his senior project on boats and asked if I would be willing to talk to him. I, of course, said sure, as I am interested in creating juvenile delinquents. Warren was a newly hired chemical engineer at DuPont's plant here in 1979. He and his new bride, Sherry, lived in an apartment down Pages Creek a bit. Now, their son, Craig, was a high school senior.

Craig called me and we set a date for the following Sunday morning. He and his dad came out and he explained what he had to do. It was a multi disciplined project, he had to do research on a subject, interview an authority, and do a related physical project. He was asking me to be his mentor. He proposed research on the Simmons Sea Skiff, interviewing me, and building a boat. I showed him my \$200 Sailboat as something of reasonable scope. He was interested, but it turned out he really wanted a motorboat.

Jim Michalak had just sent me a copy of his new book *Boatbuilding for Beginners and Beyond*, from it I suggested the QT Power Skiff or Jonsboat. As the Simmons Sea Skiff Expo 2002 was coming up in a few weeks I suggested that Craig attend, which he did and saw the boats and listened to the talks by Michael Hubbard, Bill Brogdon, and me.

On another Sunday morning in early September his mother brought him to interview me. Recently (November) he called me and asked if I could look at his project and give him some advice. It turned out the boat was essentially completed. Besides showing it to me he wanted to know how to fill in screw heads, imperfections, etc. I suggested talc (baby powder) filler.

Way too few kids are growing up today capable of doing stuff such as building a boat, which was most natural for our generation.

Smooth Sailing! Dave Carnell, Wilmington, NC

A Quick & Dirty Boat's Fate

Reading the report of Boat Fest 2002 in the November 1 issue, the mention of a "design worth keeping" in the report of the Quick and Dirty (oops, Daring) Boat Building event leapt out at me. When Sikaflex sponsored one of these events about 15 years ago in New York, most of the boats built were

left behind. The builders had no place to remove them to or means to do so. I won't comment on their desire to remove them.

One of the boats from this event resurfaced at my club this summer. The owner inherited it from the builder and decided that he wanted to use it to learn to sail. He is a kayaker who wanted to add an additional skill. He spent most of the summer refitting this 8' orange catamaran with a minuscule sail, a bowsprit and twin rudders. All metal hardware is steel. When advised that even that small a boat needed more sail area than the 10sf sail he was mounting and that it should be set up in a reasonable relationship to the lateral plane, his response was that he could install a larger sail once he knew how to use it. He refused all help and advice on hardware and rigging.

The boat was launched from our float in late August and he managed to get it to sail downwind toward the highway bridge on the outgoing tide. One ama took on a lot of water because its seams were not tight. He never got to try coming back upwind. In the interest of safety, one of our members took him in tow and returned him to the float. His list was so extreme that, even with the handkerchief he had up, a little more wind or puffiness would have flipped the boat.

The boat is currently disassembled and living under a tarp. I still have not convinced him to learn sailing with those of us who have an idea of how to sail.

Eric "Old Ed" Russell, Brooklyn, NY

This Magazine...

A Few Comments

MAIB seems to improve steadily but I do have a few comments:

Would you please consider changing to a slightly different typeface? The font you use makes "stem" and "stern" look much alike. Most of the time the meaning is clear from the context but now and then I have to peer closely to see which word is on the page.

I wish you would begin scanning *MAIB* in color on a computer. Then when you have a year's back issues or more you could sell the right to read them on the internet. The reader sends in his check and the year he wishes to read, his name is entered as his password. You could even scan in all the back issues.

A more modest suggestion is that you put a table of contents on page 2, perhaps where "Looking Ahead..." is located. Now I make notes on the back cover of articles I may want to re-read.

Ernest Brock, Belmont, NC

Editor Comments: We use "Times" typeface developed by the *New York Times* for maximum word count per page in a still readable style. I too have noted how "m" and "n" resemble one another, but I prefer to have the most information I can get into each issue over minor quirks in typeface readability.

Scanning issues for internet reading is similar to scanning them onto CDs, a reader suggestion I discussed in my August 15 "Commentary". My preference to produce only a print publication still stands.

A table of contents could be done, but I don't see where I can fit it in on page 2, perhaps elsewhere in the magazine, but then you'd have to go hunting for it.

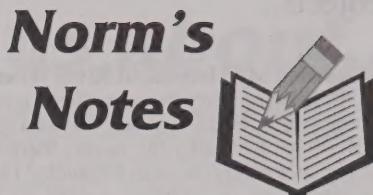
Becoming an uninsurable sailor may depend on two things (1) an older damage prone boat and/or (2) demonstrations of poor seamanship. The situation most applicable is arriving at one's marina to find the engine is inoperative; that is, having to sail into one's slip. For some years I sailed a polyglot of boats out of the most inward channel of a backwater marina. A real forcing function developing special skills and awarenesses. No accidents, no high thrill incidents with final operation of a 42' racing boat not unlike an enlarged 110.

And to use/overuse the term "arguably", I suggest sails alone provide more predictability of boat behavior in addition to providing an alternate means of power. Myriad "How To Sail" books cover sailing and handling aspects, including anchoring, but I'm not aware of the techniques following.

Serio comic exhibitions include one unpopular guy with a slip at the dead end of a channel, often downwind. I could hear bow wake hissing and his wife screaming, "You're going too fast," in a 30' FG, broad reaching in about a 15mph wind with all sails up. This, I had to see. He whizzed into his downwind slip and established a new altitude record for bow climbing. Subsequently the 2" x 12" dock planking had to be replaced.

Other cases were unfunny with damage to neighboring boats and occasional injuries from unwise crew members jumping onto docks or ending up in the water between boat and slip log floats. One gal groupee expected to only tail sheets suddenly initiated a \$30,000 injury law suit. For certain the toughest situation is in downwind slips, and the marina owner might be asked if some custom rope or firehose cushioning might be installed.

A good question involves practicing for such eventualities, and a safe starting point is sailing in with engine idling and jib alone. Some boats sail amazingly well under jib alone and they usually self reef when hanked



Sailing into Marina Slips

"When in trouble, when in doubt, run in circles, scream and shout."

to a forestay. However, if heading in downwind best to have someone in the bow to quell any ballooning. This practice introduces a new feel for gentle steering. For certain, the engine can be put in reverse but don't count too much from prop effectiveness designed primarily for forward thrust. In all instances, have someone ready with dock ropes. Conversely, sailing into an upwind slip with all sails standing and flogging has surprising braking effect. So much that some efforts end up with only the bow entering the slip with boat dead in the water.

I hope I have found something new in mainsheet handling. With the main up, considerable in out adjusting is necessary to play the gusts and boat movements. In smaller boats with less main sheet complexity virtually one to one leverage. But in boats around 30' going downwind, the mainsail might have to be centered, not quickly, but right now! This can be achieved only by bunching the mainsheet tackle readily direct handed. Any other method is far too slow. Everything benefits from a name, and I'd get a kick out of "Norm's Holt"

I've found race minded sailors very habit bound, and can really mess up marina entries. Also, husband/wife connecting is really minimal where boats are concerned, and a messed up effort involving pushing off from docks, alerting marina folk via horns, etc., will be repeated by memsahib at most unwanted places and occasions. Few things can be worse.

During one sail with the 42 footer, my passenger asked repeatedly if I was apprehensive in sailing into an upwind slip engineless. I answered in the negative including a comment I was looking forward to the landing. All boats had fin keels and spade rudders which may account for my success. Strongly suggest full keeled boats be experimented with first.



Poet's Corner...

Salvage

The dory was lashed to the deck of
Ingomar,
When rough seas drove her on to the Plum
Island bar.

She was heading for Gloucester on a
southeast tack,
But wind and waves kept driving her back.

With no engine, just her suit of sail,
She was no match for a northeast gale.

The surf and wind did spin her around,
The crew scrambled ashore so as not to
drown.

She is now at rest on the Plum Island
shore,
Her sails were lowered and she will sail no
more.

Her hull was stripped of every thing of
value,
Horse drawn wagon was the only means of
travel.

Her dory was brought to the Parker by
wagon,
Soon to be used by us kids for clamping.

Over all she measured a good twenty feet,
For carrying heavy loads she couldn't be
beat.

We kids would pile in and row to the flats,
We'd dig for clams 'til the tide drove us
back.

The tide covered the flats as fast as we
could walk,
We'd then wash our clams and head for
our dock.

Three bushels heaped for good measure
we'd sell,
Four dollars for a barrel of clams in the
shell.

A gallon an hour is all I could shuck,
It took a lot of clams to pay for my truck.

An outboard motor was found and soon
bought,
She was too small and her shaft was too
short.

When clamped to the stern her propeller
you could see,
Still high above the water, as dry as could
be.

We all climbed to the stern, the prop was
now under,
She started with a roar, it sounded like
thunder.

We headed down the river with bow in
the air,
She was no speed boat, but we didn't care.

Her days at the grand banks had come to
an end,
But she seemed quite happy to be fishing
again.

(From *Simple Poems Just for the Fun of Writing* from the pen of Bunny Fernald)

Mess About in a Heritage Featherlite!



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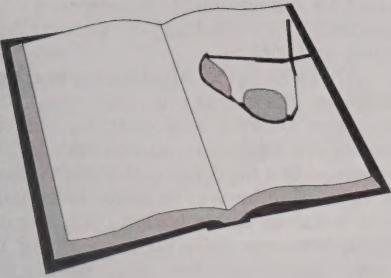
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Book Review

Small Boat Seamanship Manual

International Marine McGraw Hill
2002 - \$29.95

Reviewed by Jim Martin

This book is based on the U. S. *Coast Guard Boatcrew Seamanship Manual* and has been somewhat edited for the recreational boater. It contains a lot of useful information. It also contains a lot of material that the average small boat sailor does not need to know. For this reason, I would not choose it for a book to recommend to a person starting out in boating. I think that person needs a book that focuses on the essentials, and does not overwhelm and overload the learner with excess information.

I am assuming that the people who read *MAIB* are small boat users. My own experience has been mostly in small sailboats. When the Coasties talk about small boats, they seem to think in terms of power boats in the 20' to 50' range. They also tend to focus on search and rescue and a military kind of approach, which is their job. It is not the mental and physical environment in which most of us operate.

I am a boat nut. I will read almost anything related to boats. There is stuff in this book that I never knew, and that is always interesting. For example, the section on towing another boat, especially the dangers involved when the towing boat is smaller and lighter than the boat being towed. I have never towed anything much more than a dinghy, and hadn't realized the potential difficulties. The section on operating in surf and other extreme conditions is interesting, if unlikely to be needed.

It is interesting to get a peek into how the Coasties think and operate, since they are so important to all of us on the water. I wonder if the publishers paid the Coast Guard for this material. The Coast Guard is always very short of money, since Congress loves to cut them to show how tight they are with the budget. I hope they got some money for this!

The best chapters from my point of view:

Chapter 5 on first aid is good, but a Red Cross course would be far better

Chapter 10 on boat handling, of most interest to power boaters.

Chapter 13 on aids to navigation.

Chapter 14 on navigation is good, but it assumes you have time and space and a chart table and equipment that really small boats don't have.

Chapter 16 on person in water recovery is a good reminder. I don't think most people realize how hard this can be in windy conditions.

In conclusion, if you get a chance to borrow this book, you will probably find some good browsing. I wouldn't suggest buying it, or giving it to a young person starting out in boating.



The Visual Approach Video Reviews

Mini cruiser Madness

90 Minute VHS
\$29.95 plus shipping
Small Craft Advisor
PO Box 676, Morro Bay, CA 93442
www.smallcraftadvisor.com

Reviewed by John Hawkinson

Independence and skill are two of the basic attributes of small craft sailors. Some of the skippers shown in this film have been up and down the Pacific coast or across the Sea of Japan. Their craft are pocket cruisers (sloops and cats) measuring from 23' feet to minis and micros as small as 14'. One of my fondest memories is sailing a 17' Rabl designed cabin sloop out of Charleston harbor during the winter of 1960. San Francisco Bay is more of a challenge with its strong winds and current. I thoroughly admire and respect those who take their single and double handed sailing craft up and down the west coast. It is my impression that this admirable group of sailors has been ill served in this video by poor film technique.

Twenty five mini cruisers came together in Oakland Estuary in 1999 for a one of a kind regatta which was recorded by the *Small Craft Advisor*. There were several standout competitors who finished high in the ranks. These were comprehensive skippers who had prepared their boats for day sailing, racing and more extensive cruising.

The first portion of the video details the skippers and their boats, describing individual choices in standing and running rigging as well as boat layout and sail plan. In the interviews the owners explain the details of their craft. Camera technique and dialogue are both dreadful. The camera fails to show us the detail being described but remains focused on the skipper. The film shows all of

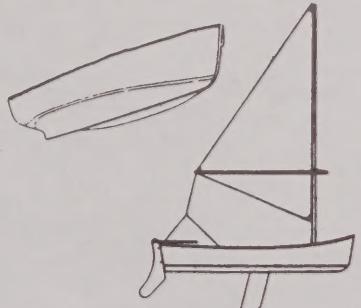
the boats docked and furled, peeking into the interiors, some neat (bare) and some cluttered. The audio is out of synchronization with the speakers, the interviewer's questions cannot be heard, and during most of the descriptions there are many background voices. There are some advantages in having a video professionally prepared. The downside is that this can cost \$1,000 per minute of product.

Most of the boats were of good basic design and equipped with refined gear for both safety and proficiency. Much valid innovation was evident, but the owners were left to ramble about the performance of their poorly illustrated boats, equipment, and aftermarket accessories. It would be difficult to utilize this video as a guide to purchase. As a helpful suggestion to improve the disjointed interviews, the producer might consider the following set of prompts. What is it that you intend to illustrate? Name it (not "that thing"). List the features and benefits. Show them to us.

The second part shows the fleet racing. These people have obviously done a lot of sailing, much of it competitive. They have good boats, which sail well. The races were sailed in the Oakland Basin between the Coast Guard vessels and the container terminal. Time, distance or course are not clearly defined, and the results appeared to be boat for boat not handicap. The racing form of most of the boats was shown sporadically but it is not clear that the camera moved from one location. There are some good sailing action shots and evidence of peppy wind during part of the race.

We are left with an empty feeling. Pocket cruisers are vital portion of the sailing community. They deserve a better showing.

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The day began when Steve Brown, from Altamont, New York (near Albany) answered the call of his alarm clock at what must have been around 2:30am or 3am. He departed at 4am with his New York Central tug and barge and arrived in Wilmington, Massachusetts at around 8am to help Ed Arini and the other early birds set up tables, yellow tapes, etc. Steve did not know what to expect, and he was a trifle nervous about participating in our competition, but as the day marched along he was to relax and enjoy himself, especially at the end, when he found he had won a most coveted prize, the Judges' Choice Award which goes to that model which the judges would like most to have for themselves, regardless of its performance in this event.

Others were busy early as well. The course buoys needed a tweak, we found lifejackets and barrels to substitute for

New England Scale Ship Regatta

Sept. 7th, Silver Lake, Wilmington, MA
(Reprinted from *The Foghorn*, newsletter of the Marine Modelers' Club of New England)

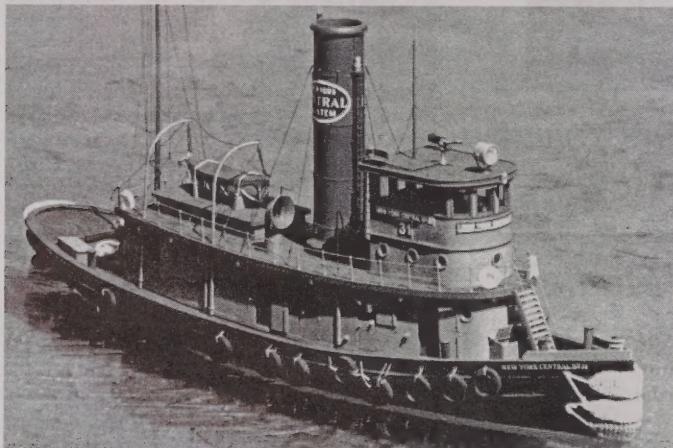
icebergs and a lighthouse left behind, but on the water almost everything was prepared.

The judges met to discuss the course, the scoring, and agree on how to treat different cases. On the bow and stern touch, what if the boat touched the buoy four inches aft of the stem or stern? It was agreed that a touch within one buoy diameter (about 3") of either end would qualify. What if a boat hit a mark

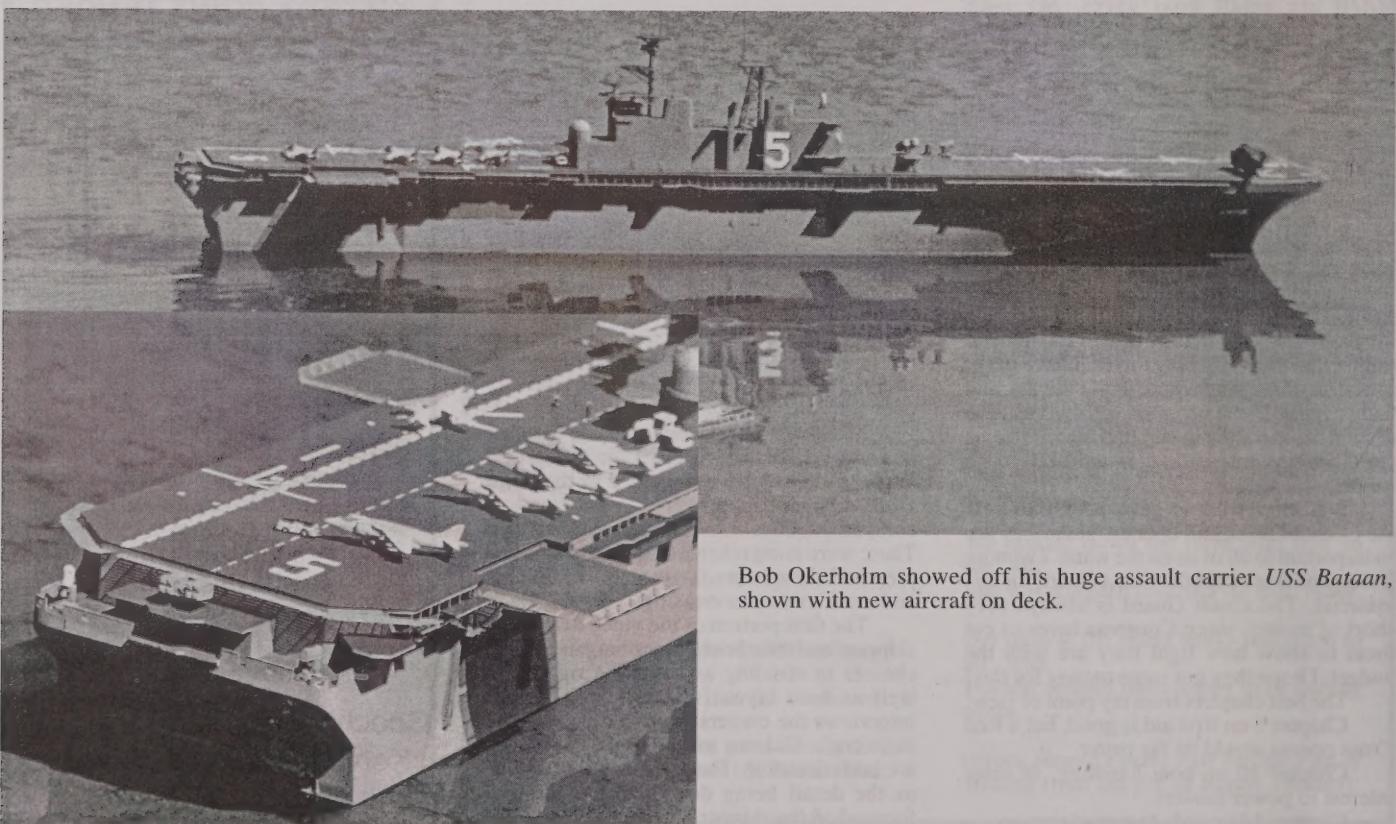
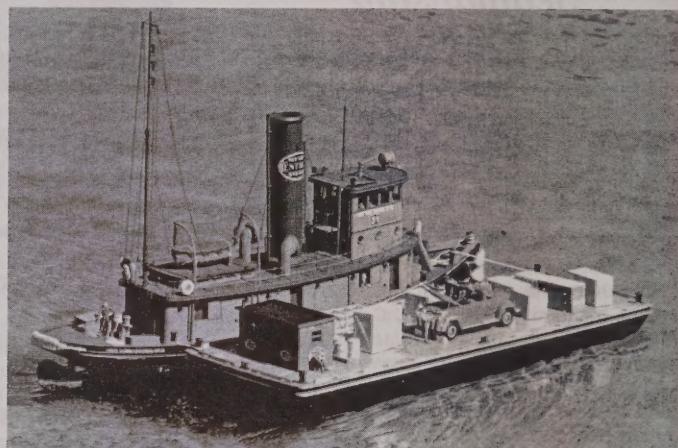
twice? Or ran aground? Or scraped a mark repeatedly? All these had to be answered and treated uniformly.

After a Skippers' Meeting, the event got underway. The course was challenging, with two gates of bow and stern touch; two channels, one quite curved, and both parallel to shore so that the contestant couldn't easily see how close he was to either side; and a triple S slalom with a hazard confining one end. It was especially challenging for the longer models, and there were quite a few. The secret, most learned, was to go slowly, as time was not a factor, and the very light breeze rarely interfered.

Duane Curtis came all the way from Florida to join us, bringing three vessels, all in the cruiser or destroyer class, and he just missed getting prizes with them. He was the first to run this day, and his performance



The judges wisely selected Steve Brown's magnificent New York Central #31 tug, which is exquisitely rendered in great detail, including engine sound and a working smokestack. As if that weren't enough, Steve brought (but did not use during the competition) the tug's barge, whose detail was remarkable. The human figures aboard were in very realistic poses, and the clutter on deck was true to the period and extremely convincing.



Bob Okerholm showed off his huge assault carrier *USS Bataan*, shown with new aircraft on deck.



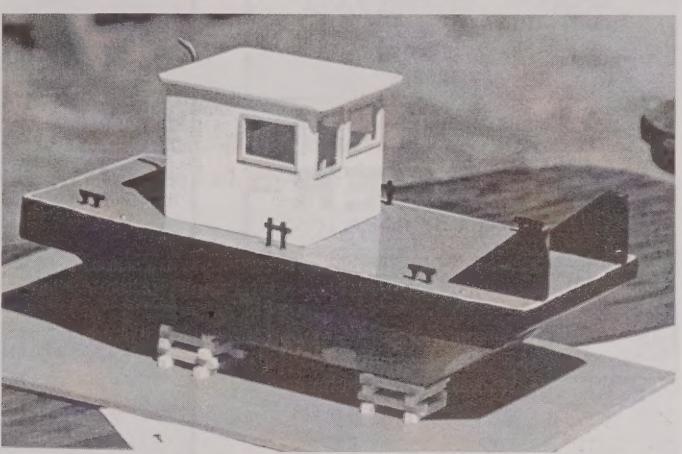
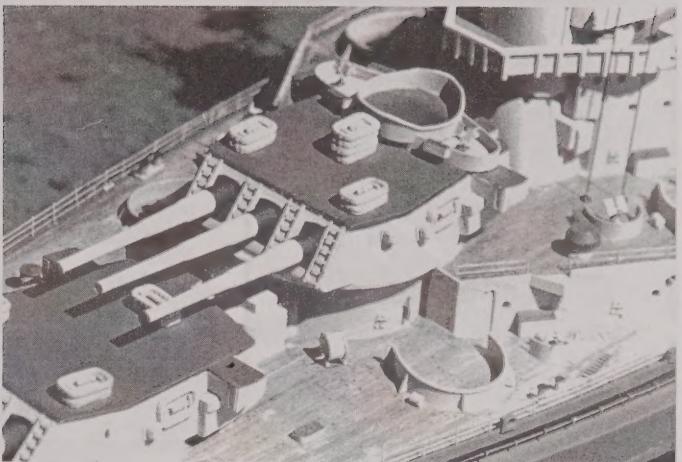
Also impressive in the military category, Steve Liberman brought his huge battleship USS Massachusetts which was extremely impressive, both in performance and appearance on the water.

through the buoys brought applause from all who watched it, a perfect score!

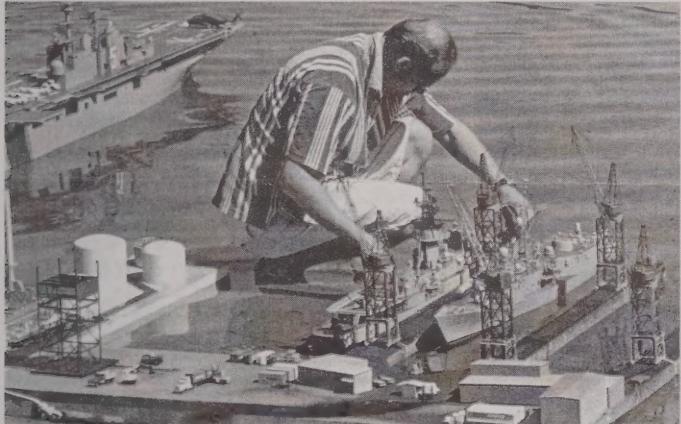
With an average of two models on the course at the same time, the pace was relaxed but steady. Judges had time to get a sandwich, competitors compared notes on sources for obscure parts, and the support crew kept papers in order, sold raffle tickets, and tallied the money. It was quite warm, and the sun was welcome for a while, before one needed to seek shade. There was a steady stream of spectators, who were well behaved. Beachgoers and sunbathers added to the low key, quiet, laid back scene.

Following the steering course, it was up to the blue tent with the boats to be judged for scale, accuracy, completeness, quality of finish, etc.

This event is a lot of fun and a lot of work. Many brave participants helped with the former, and many generous helpers with the latter. Thanks to all, near and far, who made our 12th Annual Regatta such a great success!



The smallest model on the course was John Cooper's little rectangular pushboat whose outstanding maneuverability made the course easy.



Chad Rogers, Mike Fioretti's grandson, was forced to wait during his boat's run because of a traffic jam ahead. Jeff York was taking his time getting his big cruiser through the last of the course, and Chad, being young, was restless, and ran his boat in circles and figure 8s. It was an amusing contrast, the big cruiser ahead being ever so careful, and the little Cranberry Isle lobsteryacht ("Picnic Boat zooming around behind, impatient and full of energy.

Ed Croughwell excelled on the course and on the table with his scratch built trawler yacht *My Girl*, sporting her newly added dinghy on stern davits.



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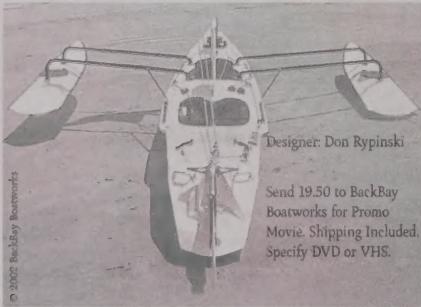
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Delaware Valley TSCA on the Water

Our annual Meet and Messabout on September 14, saw about 40 boats and 100 people in attendance. This included 11 Melonseed Skiffs that came to vie for a chance at a perpetual trophy donated by Roger Crawford. Our chapter was represented in the Melonseed Class by Russell Firth's traditional Melonseed and John Guidera's glued lapstrake model, built by Tom Jones.

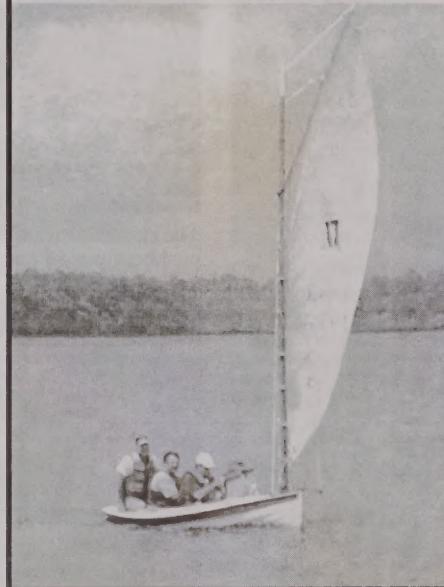
Four Sneakboxes also attended, making this a first in many years to have a separate race for them. All four boats had been built by Bill Simonson of Egg Harbor.

Our Tuckup was sailed with the large rig, and a pair of Railbird Skiffs were poled, and more people tried to put their oars in sculling the coracle.

Winds were exciting and a passing storm spared us. All had a good time.



*Sailing
Through
Time*



A few weeks prior to the Annual Messabout on Union Lake, Chapter members gathered for a mini meet that featured a number of traditional boats, indigenous to our area. Above left: Pete Peters rigs the Delaware Ducker. Above right: John Guidera sails his lapstrake Melonseed. Below right: Tom Shepard steers the Ducker on a converging course with Mike Wick in his MacGregor sailing canoe. At left: The Tuckup in all her big rig finery.

"Two birds with one thought..." with apologies to Wm. Shakespeare, we bring you a pair of Railbird Skiffs from the September Messabout. At left is TSCA member Tom Rominick and his son, Nathan. Tim actually uses his skiff for hunting rails. At right, Tom Shepard wonders if he should call out "starboard!"



Paddling Solo Along The Baltic Coast Of Germany

May/June 2002-Part 1

By Reinhard Zollitsch

Part 1: Flensburg Lubeck

It took me about half a century to get back to my place of birth and realize one of my boyhood dreams, follow the coastline of the German Baltic from the border with Denmark to the mouth of the Oder River, the border with Poland. I vividly remember one of my early readers (August Clausen's *Peter Junk's Travels with the Seagull*, a spin off of the Swedish writer Selma Lagerlof's book *Nils Holgersson*) where a boy my age was dreaming of seeing the world around him. So he visualized himself riding a mighty, very cooperative and well informed seagull (or wild goose in Sweden) up and down the coastlines of Schleswig Holstein, our home state. I decided then that I was going to go beyond those borders and see the entire coastline of the Baltic and who knows what other parts of the world and especially the oceans.

Well, I made it through puberty, graduate school and even four kids in college, when I suddenly remembered this dream. It all started when I was called to attend an important family gathering back in the land of my birth, the old Heimat. I had talked myself out of so many of these events before, that this time the prodigal son in me was overcome with guilt and moral compunction; I had to attend. The party also fell close to the time that I had left for the US forty years ago, and I thought to myself that that would be a nice occasion for me to celebrate my 40 happy and successful years in America. But what really made me buy the Lufthansa ticket was my wife's suggestion that I plan some canoeing around that event. Perfect, I thought, noticing something deeply stirring in my mind, something archtypical almost. And then it came out: That Trip on the Baltic!

Everything suddenly fell into place. I was going to follow the entire German Baltic coast, of course, now that Germany was united, all 440 miles of it (700 km). I would put in right on the Danish border in Flensburg and paddle the first 235 miles to the city of Lubeck to arrive just in time for the party there, reprovision my boat and continue to the Polish border near the Oder River in the last German speaking town of Ahlbeck.

Problem one: Could I ask my sister to car shuttle me to those two places if I promise to come to her party? Why not. What is family for, right? She promised to do that, but I noticed her big smile, suggesting that she did not believe I would go through with it or could, because she knew it was impossible. "He doesn't even have a boat here, but it's nice he is coming to my party."

So, I needed a boat, paddle and charts. After September 11, 2001, no airline would transport larger goods for private people. I



Put in at Flensburg's inner harbor with Denmark across the bay.



Schleimunde Light at the entrance to the Viking trading center of Haithabu.

Pebble beach campsite with erratic and rosebush.



learned I could not even fly with my 11 ounce, 50" long carbon fiber paddle. A dismaying setback of my plans, because the paddle is my motor; the boat is not really that important. But I needed a canoe, not just any boat; my wrists and my spine do not like kayaks. Then I had a brilliant idea. Why not show Germans how we canoe in America, ie. paddle an open native American style canoe, like an Old Town, which, what a happy coincidence, are made less than five miles from my home in Orono, Maine.

A couple of e mails later I had a very enthused and supportive promise from the Old Town dealer in Hamburg, Germany, that I could test a Penobscot 16 on the Baltic in return for a report with pictures. Thanks, Uwe!

Now for the charts. I asked various family members and old sailing buddies of mine in Germany to case the joint, but the first reaction was always the same. "What do you need those for? You are only traveling in a canoe along the shore. Why do you need to know where all the wrecks are?" I always ignore first reactions and press right on and eventually got a website of a chart publisher. I contacted them, screened the charts, and they were just what I needed, like our American small craft charts. They were willing to ship them over to me so I could study them in advance and decide where I could plan my overnights, etc. They even suggested I pay in the new Euro currency after I arrived in Germany, how very accommodating.

Even though the charts were expensive, I would not suggest anybody paddle the Baltic without them. They were not only filled with the usual nautical information, like depth of water, accurate shoreline, markers, harbors, but also full of mention of restricted areas, some of them extending 5-10 miles. There were submarine practice areas, torpedo launching sites, mine laying training areas, tank firing ranges ashore and target areas in the water, as well as lots of—areas with unexploded ordinance, especially in the former communist East Germany.—

But the most enigmatic restriction read "Seuchensperregebiet", and it encircled an entire island. What was going on there? Had the plague broken out in Germany while I was away? How is one supposed to navigate around those areas in a 16' open canoe? And then there were a myriad of bird sanctuaries, wildlife and nature preserves, biospheres and national parks, all the No Trespassing type, and often extending far out into the sea. And last but by no means least, did you know that in Europe you leave the red buoys on your left returning to port, not "Red, Right, Returning" as in US waters?

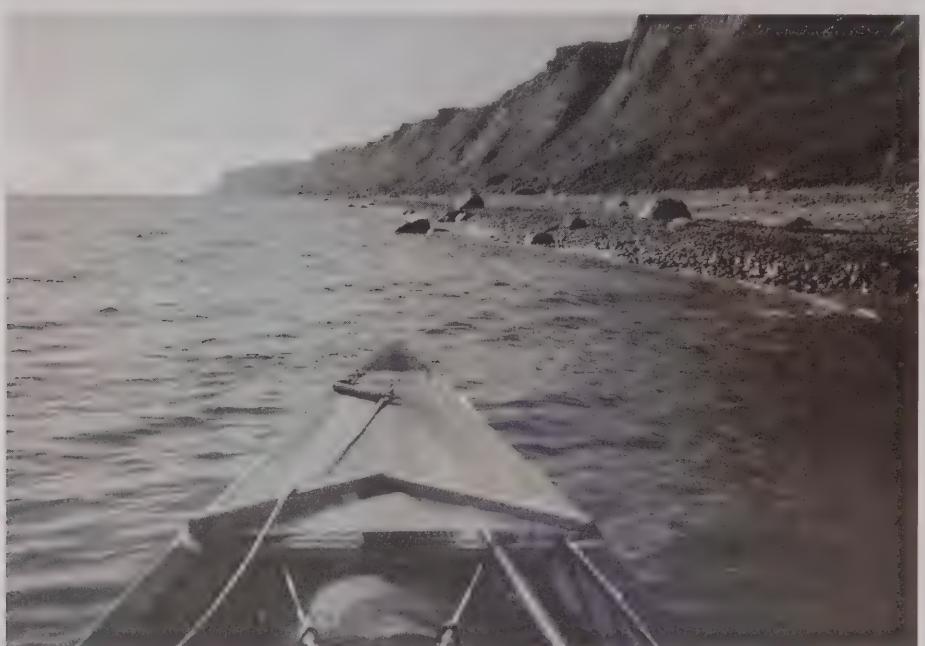
I was not sure whether I was going to share all this information with my dear wife, but she sensed that something was rotten south of Denmark. But it was not going to deter me from attempting my adventure and finishing it successfully and on time. My quiet little boyhood trip had turned into a feat, a challenge, and lots of people in Germany could not wait to see me falter, already mouthing their answer, "I told you so. It can't be done."

Ten days before my departure, I still did not have a paddle. Do manufacturers have the same restrictions as private citizens? I wondered, and already dialed the number. No problem, was Zaverl's answer, and one of those high tech wonders, my Wunderwaffe for the Baltic, was in the mail that same afternoon, regular airmail for only \$22 postage, and it got there fine with a few days to spare. Thanks, Zaverl!

My two army duffles were packed with tent, sleeping bag and pad, you name it, down to my granola mix for 21 days, peanut butter, sunscreen and satellite phone. All I needed was some German Dinty Moore stew or spaghetti goo, bread and water, carrots and apples, so I could say I satisfied the need for all four food groups. I would have to borrow a small one burner propane stove, since you cannot fly with propane, and tank fittings never match.

It was a relief to see all my gear at the Hamburg airport, be met by family, drive to the boat dealer, find him home and willing to part with a brand new green (umweltfreundlich) Royalex Old Town Penobscot 16 and get to Lubeck. That same afternoon my brother-in law and I installed the hip braces (which I had pre-cut at home) on the side of the bow seat, because I was going to canoe the boat from that seat in the wrong direction, stern first, so I would sit more towards the middle of the boat for better control.

We tied in a 3' plexiglass deck over the bow, then duct taped it. And finally we tied in the retainer ropes to which I would clip my waterproof packs and water containers with carabiners, so they would not float away, should the unspeakable happen.



Typical Baltic shoreline, the glacial edge of the last ice age.

Approach to the Kiel Canal linking the Baltic with the North Sea and the Atlantic.



I was ready, everything was in place but the weather radio. My American marine radio did not pick up any weather station, nothing, as a matter of fact (I later learned there were none!). So I was reduced to basics in the weather department, observation and a pocket size camping thermometer (big whoop). I felt quite exposed, but told myself that the Vikings and the traders of the Hanseatic League did not have it any easier.

Getting up at 4:15am on May 24 did not seem too bad lightwise, because the Danish border is about 55 degrees north, and summer solstice is less than a month away. By 8am we were in Flensburg, all gear was stowed in the boat and clipped in, the new compass was mounted right in front of me on the middle thwart. I was ready, and I could not wait to push off and be paddling. "See you 11 days from now, high noon, in downtown Lubeck near the old Holstentorn gate. And thanks for everything." I was off, what a relief.

The boat felt a bit sluggish with all the gear, but that was to be expected. I would not stop to resupply until Lubeck, just top off my water once in some harbor. I was still making 3 knots and was happy to be paddling. I even had my favorite light weight Zaveral paddle.

Following an international border is always exciting: Germany on my right, Denmark on my left, around Holnis Point all the way to Habernis at the western edge of Gelting Bay. I found a perfect spot on the beach in front of the typical glacial break off shore (abbruchkusten) consisting of sand, gravel and loam with big rocks, glacial erratics, strewn all along the shore. I had picked a perfect spot from the chart, between towns and major beaches, fairly inaccessible from shore and right at my predetermined 20 nautical mile marker (22.5 statute miles, my daily goal).

Setting up camp for the first time on a trip is always a test. Had I thought of everything? It was all there, and even my satellite phone worked for a quick call home to Orono, Maine (by the way, on my phone bill, my satellite phone had me located in Denmark, very interesting).

With early sunrises, I decided to be on the water by 6am, which meant getting up at 4:50. I enjoyed my instant coffee, well, it was nothing compared to my fresh ground coffee at home, but my tasty granola mix suffered noticeably after I poured fat free powdered milk with water on it. Better get used to it fast and like it, I told myself, because this is going to be it for the next three weeks. My first German Dinty Moore Stew equivalent was quite palatable, a bit on the chewy side but perfectly eatable. The label on the can identified it as Geflugelsuppe, which I facetiously translated into "fowl soup/foul soup".

Gelting Bay was big and it was getting windy right out of the SW. I enjoyed the ride to Birk Point with the waves breaking from behind, but on the other side of the point the wind veered to the S and SE following the shoreline, and that meant right on the nose. I had to dig deep to make any progress in my not so sleek open two man canoe. I slugged along until I came to the lighthouse at Schleimunde, marking the entrance to the Schlei fjord, which almost bisects the Jutland peninsula.

It was therefore used by the Vikings as a major thoroughfare from the Baltic to the

North Sea. At the end of the Schlei at Haithabu, a major trading city with protective walls all around, the Vikings would unload their goods on oxcarts and transport them for about 10 miles to the Treene River, which in turn flows into the Eider River, which empties into the North Sea. A very historic place, and in my mind's eye the sailing boats entering and coming out of the narrow entrance all turned into clinker built Viking ships with square sails and dragon heads on the bows.

After five more miles going straight south, I pulled out on a rocky beach and made myself as inconspicuous as possible. I put up my granite gray tent beside some big beach erratics and pulled up my green boat to the edge of the beach grass and rose bushes. I was getting close to one of the biggest resort areas around, Damp 2000 (pronounced "dump 2000"), which was everything but a dump. I was more than a mile north of it, but I had underestimated German wanderlust, and all afternoon, properly attired and shod Germans with expensive binoculars slung around their necks would stride by my place, on the other side of my big rose bush, to be exact, and not see me.

I enjoyed being unnoticed, and had a great time reading, writing and just looking around; listening to the many different bird calls, including the cuckoo, and taking in the new smells, which I only remembered faintly from my youth.

Tomorrow was going to be a challenging day according to my charts. I had to negotiate a number of military, restricted areas (sperrgebiete). The mine laying practice area was no problem, nor was the ammunition dump, I could go inside of them, but I would have to watch out not to collide with a sub in the sub training area or be tagged by a torpedo at the firing range. I had to go through those areas; there was no way around for me. But I figured since it was Saturday and no self respecting German NATO soldier would shoot on a weekend, and definitely not before his second cup of coffee, I was relatively safe, at least until 9am.

My worries remained unsubstantiated and the Bay of Eckernforde was instead filled with clouds of sailboats enjoying a stiff southerly breeze. I, on the other hand, had to work hard to make it around this large bay, and after eight hours in my boat, I decided it was time to get ashore, even though I was a mile or so short of my daily target. I'll make it up tomorrow, because I was spent for today.

The shoreline into the next bay, the Kieler Forde, was steep and beautiful and stirred a lot of old memories in me. I was born in Kiel in 1939 and grew up there during the war and later went to college there. A mixed bag of emotions overcame me when I entered this bay. Vivid childhood images of my basement/air raid shelter years with neighboring houses aflame popped up but were quickly replaced with happy, hopeful student days filled with weekend sailing and rowing.

Big freighters were heading for the entrance of the Kiel Canal (connecting the Baltic with the North Sea) while others were steaming out of the huge locks into the open Baltic. Seeing those ships made me think of my grandfather, the old sea captain. He had sailed around the Horn many times, but towards the end of the war was pressed back into duty to pilot ships through the mine fields

in the outer bay. He admitted that not until then did he learn accurate navigation.

I also passed the Olympic sailing center from the 1972 games on my right, at Strand, and remembered my happiest sailing memories on a 60' yawl which was built specifically to sail in the trans Atlantic race from Bermuda to Germany as an opener for the 1936 Olympic games in Germany. After the war, the *Peter von Danzig* was donated to the University of Kiel sailing club (ASV) and was home to twelve students on many long distance trips. We would sail for five weeks each summer, one year to Scotland, the Shetland Islands, Norway, Sweden, Denmark, and would try to come to grips with the ugly memories of the world of our fathers and try to turn them into happier hopeful ones for a better future for us.

I paused at the lighthouse of Friedrichsort to reflect, watching the parade of ships passing through the narrows. I crunched down my carrot, apple and PB&J sandwich, drank my four day old water and then decided it was time to move on. But I could not clear my mind of old memories completely until I had passed the huge war memorial at the water's edge on the Laboe shore. It looks like a tall submarine conning tower rising straight out of the sea. In the end, any war is always people who died for a cause, good ones and bad ones, names, like on the Vietnam memorial in Washington, just names; names of people who are missed by families and loved ones.

Just meters beyond the memorial, the frivolous beach life started, stretching for about 40 miles from here to the island of Fehmarn. I knew it would be difficult for me to pull out and camp on the beach, because each little town would claim its stretch along the Baltic and charge a user fee. But I had to stay in the little resort town of Kalifornien, coming from the US.

It looked hopeless at first: T shaped breakwaters as far as the eye could see protecting a flawless, groomed beach rimmed with fenced off gleaming white dunes. German beach baskets were clustered every few hundred yards and I saw bunches of fast looking catamarans and sailboards. But my eight hours were up, the maximum time I set for each day; I had gone 25 miles, I simply had to beach my boat, and so I did. I decided to hide as a big granite boulder at the very end of a breakwater halfway between those beach basket clumps, in full view of everybody. Fortunately this was the off season, the water was still quite cold and only few bathers or sun worshippers were out.

When I was all set up, I was proud of myself: I really looked like part of the breakwater. And would you believe it, later that afternoon, beach hikers came up to my tent and admitted that my big rock, my erratic (findling), was their hiking target, and we had a good laugh together. I told them that this was my disguise hiding from the Strandpolizei, they liked that, and did not tell.

Tomorrow was going to be testy. I had to pass through another military restricted zone at Todendorf. It was much too large an area to go around, but I was a bit uneasy because it included a good 2 miles of shoreline as well. I would be in the area for at least 40 minutes. Would they see me and stop me? What then?

(To Be Continued)

For the past five years my wife and I have camped in February in the Florida Keys in an effort to have a good time, warm our bones from the Maine winters, and find good sailing waters to launch a small boat into. As to the last point, we had in mind *Heron*, the Caledonia Yawl I have just built and which has been "almost ready to launch" for about three years now! *Heron* was truly ready to get wet this winter, and so I was determined to trailer her all the way from Yarmouth, Maine to Key Largo, Florida to launch her and see how she would sail.

The questions I had in mind were: Was trailering a small boat such a great distance (1800 miles) really feasible? Was the pleasure to pain ratio high enough that it would be worthwhile taking *Heron* to Florida on an annual basis? Was the Caledonia Yawl really the boat to do this with?

Heron, designed by Iain Oughtred, is of Norwegian/Scottish ancestry. It is double ended, open, about 20' long, and has a centerboard. With the board up it draws about 12"; with the board down about 3'6". It fits vaguely into the category of a cruiser/camper or beach cruiser, although it is capable of many other things.

It is a yawl (it has a mizzen in the very stern) and the mainsail is lug rigged. What rigged? LUG rigged, which means the mainsail is roughly rectangular (or trapezoidal) in shape and is laced only to the yard up on top and to the boom at the bottom. It is not laced or attached to the mast at all, and that means that the sail can be raised or lowered like a venetian blind, very quickly up, and even more quickly down.

The rig is therefore very transportable because when the sail, yard, and boom are lowered they can all be quickly unhooked from the rest of the rigging. The mast can then be lowered by one person, and the same with the mizzenmast. Sails and spars can be left right there in the boat, and then the boat can be covered and driven away on a trailer. From ready to sail to ready to trailer can take as little as five minutes.

After two nights enroute to Florida, I arrived in Key Largo after an otherwise uneventful trip down from Maine. The boat and trailer added only slightly to the gas consumption, and were never a problem to pull, even in heavy traffic. I found, in fact, that the boat kept trucks and cars from riding on my bumper. Who wants the pointy rear end of a boat smashing through their windshield anyway? So the boat became my steady companion in my rear view mirror and the trip went off without a hitch (no pun intended). I concluded that trailering a boat under 500lbs did not have to be an ordeal at all, provided the trailer was right for the boat and the car was right for the trailer!

Heron had never been in the water before this trip, nor had I even rigged the boat before. All six spars (boom, yard, mast, mizzen mast, mizzen boom, and bumpkin) were therefore somewhat of a mystery when I unpacked them at Key Largo Kampground and spread them out on the ground. A crowd of "experts" gathered immediately offering advice about everything: Add a block here; tie a knot there.

The hole through the hull in the stern, where the bumpkin passes through, prompted the most comments: It was for sculling; no, it was a "head" for direct overboard discharge; no, it allowed cigar smoke to escape so it

To Florida & Back On a Trailer Is It Worth It?

By Bill Boyd

(Reprinted from *The Island Trail*,
newsletter of the Maine Island Trail
Association, with the author's permission)



Heron's maiden voyage in Key Largo.

wouldn't bother the ladies. Such chitchat was occasionally beneficial: One elderly gent in the crowd smiled knowingly as I laced the mizzen sail to the mast incorrectly, and then showed me the proper way to do it. On balance, we all had fun rigging the boat.

After a few more days of tweaking and adjusting, I finally pushed *Heron* into the lagoon and someone brought forth a bottle of champagne. Ballast is a murky detail in the designer's plans, and I had put none in the boat before the launching. I had some concerns that the first zephyr of air might roll the boat over completely, but I had developed a lot of doomsday thoughts zooming down I 95 at eighty miles per hour and being passed by 18 wheelers driving even faster. *Heron* stood up well to the breeze. As a matter of fact, on the second day of sailing I found myself in 20mph winds without any means of reefing. *Heron* surfed on with nary a complaint, although a friend watching this from shore later asked if the mast was meant to be that bendy.

I had decided to use the Norwegian style tiller on *Heron*, rather than the more conventional centerline tiller we see on most boats. The Norwegian style attaches a long tiller to a two foot arm which comes off the rudder at right angles, so that turning the rudder is accomplished by pushing the tiller forward (toward the bow) or back. No more torso cranking contortions for me! This arrangement proved to be one of the most satisfactory discoveries I made about *Heron*. Standing, sitting, it doesn't matter. I could curl myself into a corner of the seat facing forward and steer by a twitch of the wrist. I wonder why this isn't a more common arrangement!

At the end of February my wife had to return to Portland, the weather got bad, and I left the Keys to visit my brother and his wife in Sarasota. Sailing in Sarasota Bay was a little more complicated, as there was only one municipal ramp in the heart of downtown and no one had figured out how to manage the crowds of cars, boats, and trailers that converged there in the morning for launching, and again late in the afternoon to pull the boats out.

Sarasota Bay is about two miles wide and many miles long, so the sailing was open and exciting. It was especially fun to cruise ten yards away from the manicured lawns of some palatial houses, where people slumbered in chaise lounges and looked startled to see a boat come by so close.

One part of Sarasota Bay was quite wild, and some of the mangrove islands support a large population of spoonbills, herons, and egrets. We became trapped by surrounding shoals of white sand, so we searched for some portion of the bar where the depth looked more than a foot, raised the centerboard, and scooted into deeper water. It sounds so simple, but keelboat sailors too easily forget what a pleasure it is not to worry about running into the bottom!

Except for the mess at the launch site, the Sarasota experience confirmed that trailering a boat was no problem, even in city traffic, and that an afternoon sail was an uncomplicated thing to do for those who had a boat on a trailer.

After a few days I said goodbye to my brother and his wife and headed for St. Augustine where Steve, a friend I had sailed with last year, came up from Daytona to sail with me for the day. He sails a Seapearl, a Francis Herreshoff design under another name, I believe. The Seapearl is also an open, double ended boat of about 21' in length, but a few inches narrower than the Caledonia Yawl. It would be fun to compare the boats, wouldn't it?

I met Steve at the boat ramp near St. Augustine Light, a beautiful area overlooking Conch Island to the east. The anchorage there, not the principal one for the city of St. Augustine, is small, quiet, and relatively backwater, yet it attracts some sailboats that aren't fooling around. I met three circumnavigators and their families: a Russian, a Scotsman, and an American. Every one looked appropriately weatherbeaten and they were all interested in *Heron*.

St. Augustine harbor is best sailed when the wind blows from the east and it is a broad reach sailing up and down the Tolomato and Matanzas Rivers. This was just such a day; sunny, with the temperature in the mid 70s and the wind a moderate 10-15mph. We sailed under the Bridge of Lions and well past the city anchorage, then north past the old Castillo and well up into the Tolomato River. Steve remarked that this was about as good as it gets sailing in Florida! Then we spent some time specifically analyzing the sailing characteristics of the Caledonia Yawl.

The lug rig is not well understood in this country despite the fact that in colonial times most small craft in Boston Harbor were rigged in this manner. I had expected the Caledonia Yawl's lug rig would not sail close to the wind, somewhat like a gaff rigged cat boat, where you can seldom pull the boom in closer than the coaming of the cockpit.

Yet from my earliest sail in *Heron* I noticed that I could pull the boom in almost to the centerline before luffing the mainsail. Steve and I checked this with compass and GPS and found that *Heron* was tacking consistently through 90-95 degrees, which is about as good or better than most sloops can do! *Heron*, we also found, was fast, touching 5-1/2 knots on a beam reach in a moderate breeze. Steve thought the Seapearl might be a bit faster, but that remains to be seen. Steve, a big man, also noted that *Heron* had more initial and secondary stability than his Pearl, and wondered whether ballast for *Heron*

would even be necessary. I departed St. Augustine feeling proud of my boat!

In all three locations where I sailed during this Florida trip *Heron* was almost the only small sailboat to be seen out on the water. I don't understand this. A small boat is ideal for such semi-protected waters. In February and early March the bay side of the Florida Keys is probably where the sailing is best. You can sail and camp among islands (mostly within the borders of Everglades National Park) and cruise from Biscayne Bay, within sight of Miami, to the Dry Tortugas, almost 150 miles down the Keys.

Weather permitting, both coasts of Florida offer wonderful small boat sailing. With a nimble boat you can land on a beach, dart among clusters of mangrove, and find solace in wilderness among uninhabited islands. A centerboard boat makes it possible to sail over shallows, yet face more open waters with safety and confidence. At the end of the day, load it back on the trailer and head back to camp...or back to Maine: it's only 1800 miles up the pike!

(Bill Boyd is a MITA member who lives in Yarmouth, Maine. Besides building boats, he works at LL Bean and teaches history at Adult Education in Portland).

I read Robb White's recent article about trailers and felt that it hit the mark, having worked around several marinas in my retirement and having seen some real bad excuses for trailers.

At the St. Paul Yacht Club there were a few old timers who had their own trailers and they were always a pain in the stern. Most of the boats at that club were stored for the winter blocked up in the club's lot and never traveled over the highway. The owners who had trailers on which to store their boats never spent a nickel on them if they didn't have to.

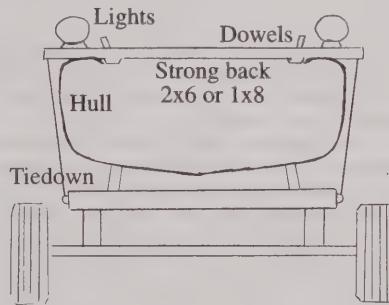
Every year when launch day or pullout day arrived the owners were reminded to have their trailers ready, but they never were. Some had tires that looked to be WW2 vintage that wouldn't hold air long enough to move the boat the hundred yards from the hoist to the winter storage spot. Most of these trailers were home built from old truck parts. They often resembled four wheel farm trailers but they never seemed to steer as well. They were often engineered all wrong. More than once I have seen the tongue broken off trying to make a simple turn.

The club had a hydraulic trailer to move boats around with and a policy of not allowing any new trailers, but the old ones were still there sitting under boats worth up to a quarter million dollars each.

At Hooper Yachts we had a different problem. Hooper's was a brokerage and there was a turnover of boats, never fast enough for the boss, but they would come and go. When a boat got sold I often got picked to get the trailer lights working so it could leave

More About Boat Trailers“& Lights

By Mississippi Bob Brown



our yard. This was not always an easy chore and often if the boat had sat in our yard for a year or so a new set of lights was the order of the day. Time is money in the business and if I couldn't have them working in about an hour we would tear them off and rewire.

I agree with Robb, the biggest part of the problem with trailer lights is that they are built so cheaply. Most don't hold the bulb very well and the slightest bit of corrosion puts them out of business. At Hooper's they just sat outdoors through a Minnesota winter and refused to work in the spring when we sold the boat.

My own trailer is no better but I have found a solution that can be used for any small trailer. Don't put the lights on the trailer, put them on the boat, and put them indoors when they are not being used. On a small fishing boat, sailboat, or runabout I'd like to suggest that a boat needs a tie down anyhow so build a strongback, a board that is padded and fits on the deck near the stern where you will have your tie downs. Mount the lights on this beam and they will very likely be clearly visible from behind.

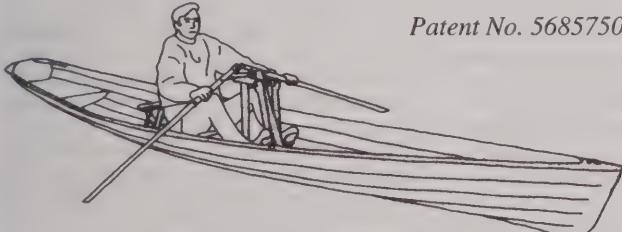
This arrangement will need a ground wire to make a complete circuit. All of the wiring, including the ground wire, are bundled together but not attached to the trailer in any way. The wires obviously need to be long enough to reach the tow vehicle. When in use they can simply lay on top of the boat and hitched in a couple spots so they don't blow off. When they are in storage (most of the time) they can be wrapped up on the strongback. A couple of dowels pinned into the strongback can serve as an easy reel to hold the wire.

Often the trouble with trailer lights is in the tow vehicle, very often the ground. On my latest vehicles, one a Ford and one a GMC, they came from the dealers wired for a trailer. These wires are long enough to get stored inside the vehicle where they stay out of the weather. We don't boat in salt water here in Minnesota like Robb does but you should see what our highway department does with salt in the winter. A cheaply built flat plug will turn green and fall apart in a normal winter. The tow vehicle lasts slightly longer.

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(Hugh regularly writes for professional mariner publications, this is a followup example, to that published in the November 1 issue, of the sort of news that is of interest to those earning livings messing about in big boats.)

Groundings:

Off Japan, the 36,000 ton Panamanian flagged cargo ship *Co op Venture* was caught by a tropical storm and ran aground. The crew of 19 escaped in a lifeboat but were flung overboard by a wave and four men were lost.

In South Africa, the product tanker *Nino* went aground but was finally towed free without spilling a drop of its part cargo of 7,700 tonnes of gas/oil and gasoline. But the South African coast wasn't so merciful to the cargo ship *TMP Sagittarius*, which went aground about the same time and broke her back. Salvors planned to burn the ship's relatively light marine gas/oil fuel in a boiler when weather conditions improved.

Groundings with a Pilot on Board:

In Australia, the container ship *ANL Excellence* ran aground while entering Brisbane harbor and was soon towed off. Apparently, the pilot turned one buoy too soon. Fatigue may have been a factor. The cargo was refused but declaration of General Average was averted by a "commercial settlement". At heart of the disagreement were whether the ship was really in danger and possible excessive towing charges.

Farther north in the same week, the 80,000 ton Greek bulker *Doric Chariot* failed to make a course change while the pilot was sleeping and grounded on the edge of the Great Barrier Reef (the pilot is aboard for two three days.) It took several days and three tugs to free the ship. The incident created a row about Australia's pilotage policy, with statements condemning "a system whereby a pilot is expected to work continuously for 40 hours". Australia deregulated Great Barrier Reef pilotage in 1993. Perhaps ironically, Australia amended its Maritime Order of Coastal Pilotage, effective August 1, 2002. Whether earlier implementation of its provisions for Great Barrier Reef Pilotage might have prevented this grounding is uncertain.

Pollution and Punishments:

Taiwan continues to be nervous about tankers in trouble. This time, the broken down *Orphelia Asia*, carrying 250,000 tons of crude oil, was drifting about 25 miles south of Taiwan's southern tip. The Taiwanese government ordered the helpless ship to keep out of its territorial waters. A trawler was to tow the vessel to safer waters where the oil would be transferred to another tanker.

In October, 1939, a U boat worked its way into Scapa Flow and sank *HMS Royal Oak* with the loss of 833 men. The Royal Navy's battleship has been leaking oil ever since. In the last five years, patches have been welded in place, a canopy added to catch rising oil, and last year 150 tonnes were pumped out. Now an attempt is being made to pump out another 300 tonnes of oil so the official maritime war grave in Orkney can rest in peace.

Removal of oil from the freighter *Jacob Luckenbach*, sunk by collision in 1953, is going slowly because of swift currents, poor

Beyond The Horizon

By Hugh Ware

visibility, bad weather 17 miles off San Francisco, and other adverse factors. The ship broke into three sections and lies on its side 175' below the surface. Access to oil tanks and vents is often blocked by general cargo, which has to be manhandled aside by a single diver at a time. The oil, now peanut butter like in viscosity, is contained in 26 tanks and spaces. About 12,000 gallons of an estimated 132,000 gallons have been recovered so far by salvor Titan Marine. Final cost of eliminating the cause of six intermittent oil spills that have spoiled California beaches and killed at least 2,000 sea birds since 1991 could be \$17 million or more.

The chief engineer of the car carrier *Cygnus* pleaded guilty to charges of presenting a falsified Oil Record book to the US Coast Guard. He was sentenced to three months imprisonment and deportation back to Korea.

In Australia, the owners and master of the chemical tanker *Botany Trust* have been charged with causing an oil spill near the Great Barrier Reef. They were identified by the oil's "fingerprint".

Washington State fined a Seattle shipyard \$13,000 for allowing greasy storm water to escape from its facility in 15 separate violations in less than two years. And a Seattle marine construction company owner got six months imprisonment and a year of supervised release for fleeing to Mexico and violating the Water Pollution Control Act when a tug he owned sank. Apparently, He knowingly failed to maintain the vessel

The Norwegian Cruise Line turned itself in when it discovered that an engineer on the *SS Norway* had falsified entries in the Oil Record book. Because of its action, the company will pay a reduced \$1.5 million in fines and community service. And two shipping agents were arrested in Miami and charged with making false statements and alien smuggling.

The UK fined a lorry driver £2,200 plus £750 in costs for not declaring dangerous goods when attempting to board a cross Channel ferry. And the UK convicted the skipper of a French trawler of causing an oil spill from the tanker *Gudermes*. The FV was going the wrong way on a one way traffic separation lane when the two vessels collided.

Salvage Stuff

Nine Pennsylvania coal miners were rescued through a hole drilled down to where they huddled together in deep water. One problem facing rescuers was that the flooding that trapped the miners had raised air pressures to levels equivalent to being under 40' of water. The miners, when rescued, would require decompression treatment for many hours so the US Navy quickly supplied Emergency Evacuation Hyperbaric Stretchers, decompression chambers, and experienced personnel. But rescuers provided their own decompression when they pumped out enough water so that the air pressure around the miners gradually reached a normal level.

The Marine Response Alliance got a call when the 35,000 ton American tanker *Patriot* had an engine room fire off West Palm Beach and there was doubt whether the extinguishing system had actually killed the fire. After suitable preparations, Titan Marine salvage personnel very carefully, cautiously, checked; it had.

The Royal Navy destroyer *HMS Nottingham* visited Lord Howe Island, a speck in the Tasman Sea, to drop off a sick sailor for air evacuation to the mainland. The helicopter, carrying the ship's commander, had just landed in dark and rain when the ship, under control of lieutenant, hit a well charted rock. Breaking a long tradition that a captain is responsible for everything on his ship, the Nottingham's captain will not face a court martial since he was not in control at the time of the accident and did a superlative job of saving the Type 42 destroyer from sinking.

Official Actions Worldwide

A court has found that two casino ship workers cannot file Jones Act claims because they were a slot representative and a table games specialist, not true mariners, and the casino ship only navigated back and forth in a ditch specially dug for the vessel. But a seaman can get care and maintenance even if the shipowner was not negligent. The case involved a mariner who was injured while crawling under a railroad car on the way back to the vessel with a lady friend.

About three quarters of all Filipino mariners were certified when the Standards of Training, Certification and Watchkeeping 1995 regulations finally went into effect on August 1 after a six month extension of the original date. This compares with a far lower percentage when STCW95 was supposed to become effective six months ago. Some 210,000 Filipinos form the largest group of mariners in the world. But the end of the STCW95 mess is not yet in sight; for some time, many mariners may only have to show proof that they filed for STCW endorsements.

Important changes to the International Maritime Organization's Safety of Life at Sea (SOLAS) Convention came into effect of July 1. Now, Voyage Data Recorders (VDR) are required on most new ships, as are Automatic Identification Systems (AIS).

The Supreme Court of Iowa ruled that the state's dram shop law prevails over federal maritime law because there is no federal dram shop law. The case arose because a woman drank too much while on a gaming vessel and later died in a one car accident. Under the state's dram shop law, the establishment is liable for damages.

In what has been described by one observer as "an apparent effort to confuse terrorists", the Coast Guard has established two identical security zones around a nuclear power plant. The same commentator wondered whether one has to ask permission twice to enter the zone.

Creation of a critical habitat for sturgeon was proposed by two federal agencies for parts of the Gulf of Mexico and Lake Pontchartrain plus numerous rivers in Florida, Alabama, Mississippi, and Louisiana. Any damage to the habitat would be a violation of federal law even if Gulf sturgeon were not directly damaged.

The Coast Guard has issued guidance on how licensed officers can qualify as able

seamen or ratings in the engine department.

The UK detained the small cargo vessel *Sea Mariner* after it grossly failed to comply with recent safety requirements. The Russian crew did not know who the owners were but the vessel belongs to a Turkish company and was flagged Cambodian. The safety management certification was issued on behalf of the Kingdom of Cambodia by a Korean Bureau of Shipping. The arrival of a Russian speaking surveyor may expedite freeing the vessel.

The maritime oil moving industry is unhappy with the Coast Guard's proposal to add salvage and firefighting prearrangements to existing vessel response plans. It notes that two governmental agencies have agreed that oil spill response has been effective and timely since passage of OPA 90. An industry spokesperson also noted the irony that the Coast Guard cited the *New Carissa* as an example of the need for the proposed salvage plans in spite of the fact that the *New Carissa* was a freight ship and would not have been covered by the new proposals. Closer coordination with the industry was recommended.

Coasters in Trouble

At Rotterdam, the Norwegian coaster *Mingo* rammed a dock and nearly sank but two Kotug tugs and a Smit tug pinned the vessel against the bank to keep it upright and in shallow water until a Smit floating sheerlegs and salvage craft could be brought to the scene. Among the debris garlanding *Mingo*'s bow was a section of railing carrying a No Parking sign.

The master of the coaster *Nord Transporter* was alone and asleep in the wheelhouse when the ship piled ashore at full speed on a manmade island protecting the bridge between Malmo and Copenhagen. The collision with the sandy bottom didn't wake him but did wake the mate. He found that the master didn't fully understand what had happened and admitted taking "some glass of whisky". The master damaged the engine in efforts to free the ship, then told the mate not to answer any radio calls and went below. Shortly after, Denmark's Lyngby Radio called "the vessel aground at Peperholmen". The master then contacted authorities and the owners but told the crew not to tell the truth. But they did and the master was discharged.

Odd Bits and ...

When the lumber carrying bulker *Star Hosanger* lost propulsion at Baltimore, the ship hit both a dock and a 162' container crane simultaneously. The crane toppled, hitting nobody or any cargo. A replacement crane may cost \$6.8 million.

An overcrowded passenger boat capsized on a lake in southern India, killing at least 30.

US maritime fatalities were down, from 801 in 2000 to 767 in 2001. Most deaths were in the recreational boating sector while deaths in commercial fishing and cargo transport fell. Commercial passengers deaths remained unchanged at 23.

The US Navy hospital ship *USNS Comfort* (T AH 20) is participating in a medical response exercise with three Baltic nations. The 1000 bed floating hospital has participated in many exercises and

deployments and served in New York after the World Trade Center disasters.

Three Indonesian navy vessels will bring illegal Indonesian workers back from Malaysia as a three month amnesty period comes to a close before imposition of a strict Immigration Act. About 480,000 Indonesians were illegally in Malaysia but only 120,000 have returned home and thousands are awaiting transportation. And the Indian Navy is escorting "high value" cargoes on US and coalition ships through the Malaccan Strait, a hotbed of piracy.

A New Zealand firm is researching how to use an algal bloom's toxin to make an organic anti fouling bottom paint.

The Argentine icebreaker *Almirante Irizar*, sent to free the German ship *Magdalena Oldendorff*, became stuck herself as the pair struggled towards open water. In early July, the South African supply ship *S. A. Argulias*'s helicopters rescued 78 of 79 Russian scientists and 18 crew members from the icebound freighter in a series of extreme range flights.

The New Zealand replenishment oiler *HMNZS Endeavour*, an able source of assistance in the recent stranding of the log carrier *Jody F. Millennium* at Gisborne, NZ and the near sinking of the destroyer *HMS Nottingham* off Lord Howe Island, needed assistance herself when one cylinder of her engine failed in the South China Sea back in May. The necessary assistance was supplied by the ship's staff and the oiler was soon underway again.

In strong, icy winds, the New Zealand *Ro Ro Kent* tried to dock in windy Wellington but hit a barge or two and nearly sank. Quick action by harbor services saved the ship. Meanwhile, all ferry service across Cook Strait was cancelled.

A Milwaukee company held a picnic aboard one of the company's barges. The company tug *Edward Gillen III* moved the gaily decorated barge about Milwaukee's river and harbor one evening while people dined and then watched fireworks.

Port charges are going up all over the world. The Panama Canal plans to raise its fees by an average of 13% and Korean shipowners have already expressed their displeasure. Other raises are in effect at Jakarta, Dominica, all Australian ports, all Polish ports, and Coatzacoalcos and Ta Kuntah in Mexico.

The Port of Houston has jumped two places to become the sixth largest port as ranked by total cargo tonnage handled in 2000.

This year's Thames Festival in London will feature a specially commissioned piece for an orchestra of tugs and "exotic electronically generated sounds". The 15 minute electronic music composition by David Toop features "a saxophonist who converses with the tugboats gathered there" while "reminiscences of veteran tugboat men remind listeners of the rich vernacular of their river".

Nagasaki has asked US Navy ships not to visit that port any more, claiming further port calls to the nuclear bombed city would damage friendly relations between the two nations.

The Port of Miami was closed and a terminal was partially evacuated after two flowerpots were found in a container holding

personal belongings of people moving from Israel to the Bahamas. The problem was that the flower pots were made from expended 155 mm artillery shells and parts of an exploded test missile.

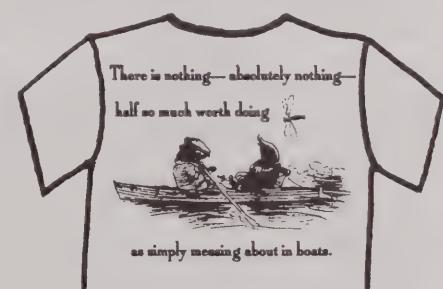
Asian carp, also called bighead carp, are threatening the Great Lakes \$4 billion commercial and sport fisheries. Carp escaped from a fish farm in Arkansas and their ravenous appetites (up to 40% of body weight each day) may denude food eaten by other fish. The carp also jump over or into small boats, and sometimes hit fishermen. Damages to date include neck injuries, bruises, and broken noses. Some fishermen have started using cookie sheets or garbage can lids as shields.

An electrical fire caused the Holland America's cruise line *Statendam* to drift without power for propulsion and navigation on August 5. The ship had left Vancouver for a cruise to Alaska and was 1 1/2 hours out when a fire in the main switchboard disabled the ship about 8:30pm. Pilot Bob Ingram used the International Tugs of Opportunity scheme (which locates and identifies tugs carry Automatic Identification System transponders) to locate the nearest suitable tugs.

First called was Jones Marie's 50' towing tug *Harken No. 10* and the 1,600hp tug turned its log boom over to another tug and soon had a line on the *Statendam* and started towing. Next to arrive was the 1,000hp *Seaspan Guardian*, the pair were soon towing the big liner at 4 knots.

But Holland American wanted the big ship to be docked back in Vancouver before daybreak so the large tractors tugs *Seaspan Hawk*, *Tiger Sun*, and *Cates #1* joined the team. Their additional 10,900hp increased the tow speed to 7 knots.

According to one report, the fire occurred when one generator back loaded through three other generators, two propulsion motors, and the circuitbreakers on the main switchboard. The ship's engineers attempted to repair the damage but Holland America soon canceled the week long northbound cruise.



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I get a lot of inquiries from people who want a little boat to cruise along the shore for overnight trips of various durations. A lot of them want a small boat that they can sleep in. I don't try to dissuade people who know what they want but I do a lot of that kind of thing and I don't like to sleep in a small boat so I explain my own reasons: For one thing, unless the boat is pretty big, it is uncomfortable down in there, particularly for two people. For another thing, it is hot down in the bottom where the breeze can't get to you. For another thing, you have to make a spectacle of yourself unless you can find a little tight hole to hide in. For another thing, the dew condenses on the whiskers sticking out of your nostrils. For another thing, crows, gulls and cormorants are liable to use you for a bathroom first thing in the morning. But you know, everybody is not exactly alike.

Back a long time ago when I thought that there were still some interesting places that I wanted to see on the land (like the Grand Canyon), I rode a motorcycle. They run cheap and are as close to a small boat as any wheeled vehicle can be so they fit into my notion of what is proper. But the best thing about a motorcycle is how easy it is to hide. Since I am not going to do it anymore and won't have to worry about coming up on all y'all hiving up in my campsites, I'll let out my little secret hiding place.

The woods in the median of interstate highways is a wonderful place. Nobody can bother you there. Usually, the bushes around the edges are sort of thick because they border the clearing of the highway, but once you ride through that, you are completely hidden. The bushes sort of mute down the noise of the

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Hiding A Story With Two Themes

By Robb White

traffic and catch most of the goddamn trash that these wretched fools throw out of their cars and trucks.

I did that for a long time with only one interruption. Once, just at daybreak, I was finishing my little snooze when I heard a car pull up right beside my bush. Before I could break camp and run, a whole crew of young women busted through the thicket, snatched down their drawers and peed on the ground within inches of my sleeping bag. I had to ooch out of the way to keep from getting wet. Wow, you should have seen the puddle, you could have floated a sea kayak in it.

Which... time to go back to the sea. I like a boat that I can hide completely. I like to hide. I have a talent for it. That's how I deal with unwanted visitors to my shop. If I see a behemoth SUV drive up (which is unusual because the driveway to my shop is hidden) I slip out the back and hide in the bushes. I can hide like a baby quail, too. I don't know what it is like up where you cruise, but everywhere I have gone, there are plenty of places to hide. I have even found good places in the Keys which are, I believe, the most hostile to transient boaters of any place. To me, the ideal beach cruiser is a boat capable enough to carry two people in a seaworthy condition and little enough to, when the coast is clear, pick up, with all its contents, and trot up into the bushes. Maybe I'll peek out and see you passing by one day.

Back when I was still sporadically attending college, I had to go to a special marine biology class that was located down in the Keys. They had all these arrangements made that, to me, looked like they were too expensive. My college methods were sort of like my boatbuilding methods... outlaw. Some of the textbooks were a little bit overpriced in my opinion so I checked them out of the library. Colleges are pretty slick and I think they get a cut so usually the textbooks are "for reference only".

Fortunately, they have some nice chairs in there and it didn't take long for me to cull my way through most of them (good thing

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marine biologists don't have to take calculus). This story doesn't have anything to do with that though. I was just trying to show how tight I am about unnecessary expenditures in the pursuit of education... a tightness that should, in my opinion, be more widely distributed within the public systems of this great nation.

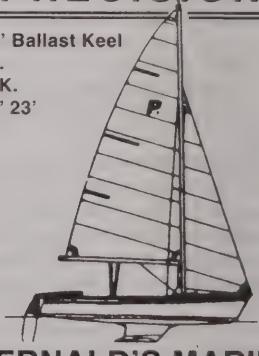
So, they had us all lined up to eat in restaurants and sleep in motels and ride in chartered boats to and from the research grounds. This was winter quarter in the Keys now... the top of the big money season for those predacious people down there. Like I said, I am an experienced beach camper and I'll be damned if I'll sleep in no telling who all's bed and pay for the privilege when I can crawl into the bushes under the Australian pines with my own good old fragrant sleeping bag, and I'll be damned if I'll pay big money to ride in somebody else's Boston Whaler and I'll be damned if I'll sit in a restaurant and pay big money to eat a fish just exactly like the one I saw swimming around the pilings of the patio while I was waiting for the Maitre D to find me a table. No siree Bob.

So, me and another over aged, poverty stricken GI Bill drove down there and pulled a little aluminum boat on a trailer behind his VW. It was the middle of the night when we got there and, though I was positive that I could find us a good place to hide when I could see to reconnoiter a little bit, we were tired so we dipped into a little state park that allowed camping. The damned park was absolutely full, I mean, the cars and tents were so close together that you had to wedge between them. The man at the gate said that there was only one other space and, boy, it is good that we had a Bug and a tiny boat because, when we finally got off the road, we both had to climb out of the sunroof because there wasn't enough room to open the doors.

The only place to sleep was under the boat trailer but Bill and I were ready. We crawled under there and went immediately to sleep. About two thirty or so, I heard something fall into my boat. It sounded exactly like a car battery that had been dropped about twenty feet. I boiled out from under there to see what was what only to find that it wasn't something that had fallen into the boat at all but something that had risen up under the bottom of it. Bill had been sleeping with his head a little too close to the trailer tire and... this big old dog... right in the ear. Jesus, you ought to have seen the dent.

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Last winter my wife knew I needed a woodworking project, and I knew I needed a new boat for trying out retirement in Florida. I'd been looking for a duplicate of my Pokeboat, a kayak ideally suited to peaceful fishing trips on flatwater impoundments and ponds. This has a large cockpit and stable design (12', 30" beam), but best for my ailing back, weighs just 24lbs in Kevlar. Because of the expense, I had searched for a used Pokeboat (very rare), and also looked at some very lightweight Kevlar canoes of the Wee Lassie design, some as light as 18lbs.

These ultralight canoes had three drawbacks: High cost, limited load capacity (to go with their reduced beam and length), and a doubt that my double bladed paddle would work well when I was seated low in boat. The higher and/or wider the sides of the boat, the longer a paddle would need to be. In looking at canoes, I noted some that had tumblehome to allow a solo paddler to keep a central position in the boat and still reach the water. Wouldn't substantial tumblehome effectively mimic the hull and side deck configuration of a kayak? The solution seemed to call for building the boat myself, picking a design with the dimensions of the Pokeboat, and insuring the gunwale was relatively low, as in a kayak.

I strongly considered stitch and glue and stripper designs, but questioned whether these could meet my weight goal of under 25lbs. Then I ran across Platt Monfort's web page and marveled at the extreme lightness of his craft. One, the Nimrod, actually matched my length and beam requirements at only 15lbs! Platt sells plans and a partial kit of materials. He also was generous with responses to questions, and so I undertook building a modification of that plan.

I redesigned the gunwale and inwale, and some adjacent stringers, to produce nearly 5" of tumblehome at the center, retaining the 34" beam. This left a cockpit still 24" wide. Although the gunwale height remained the same as the original plan, bringing it inward made a large difference in the angle of the paddle. I made a mockup with a seat cushion and pseudo gunwales, and enjoyed seeing how easily I could paddle the floor of the workshop with a conventional kayak paddle. On to construction.

Winter in Maine means building indoors. The size of my workshop forced me to shape

Building a Geodesic Canoe

By Arnold Banner

all longitudinal pieces (spruce and Douglas fir) in 7' lengths, then scarf them together. Since the gunwale and inwale pieces needed to be bent and twisted, this added some challenging joinery to the project. I had never steamed wood before, and elected to try PVC pipe as the chamber, and a tea kettle as the source. The initial run left the PVC in an interesting noodle shape, so I taped it to a 2"x4" and tried again. The steamed gunwales went into a jig, which incorporated my estimate of the necessary twist and curve, and some extra for springback. I found that I had to stuff some of the strips back into the pipe and re bend them to make them fit the stations without straining, or to have the inwales parallel the gunwales.

After bending the spruce gunwales, doing the ash ribs was a piece of cake. Here the challenge was making the sharp curves for the tumblehome and having the curve match the stringers so well, once the wood was dry and cool, that minimal effort was needed to bring them together. This was an admonition in Platt's plan, and it was

apparent, that significant mismatch could affect the shape of the hull.

I covered the hull with the Dacron supplied and was pleased that even the extra shape from the tumblehome did not prevent me from shrinking the cover smooth. The original design is so light that I figured I could put up with some extra weight. I wanted a tougher outer layer than just the varnished 8oz Dacron, having experience with vinyl covered fabric in my 32 year old Folbot. A fabric store supplied a vinyl coated Dacron, which weighed 6lbs for a piece large enough for the whole boat. Surprisingly, this stretched well enough to smoothly cover the boat, except for the tumblehome zone above the waterline. This I covered with separate patches of the same material, all with contact cement over the original varnished dacron layer.

I believe that a fishing experience can be enhanced by a pleasant environment; a great lunch can compensate for slow action. In the same sense, a really comfortable boat seat helps the day go by. So that the weight wouldn't matter, I made a drop in seat, added after the boat is carried to the water. This has a 3" foam padded angled bottom and a hinged, padded back, which rests against the thwart. If I want to change the angle of the back I slide the seat forward or back a little.

The finished boat proved amazingly roomy compared to my kayak, and is an excellent fishing vehicle. It's not fast, but the double fabric and vinyl are tough, and the tumblehome worked exactly as desired.





It is not a new idea in the boat business that there is no such thing as the right boat for all uses. Even so, I have searched, not for the perfect boat, but for the right boat for the way I use one.

I am a small boat person. Someone told me many years ago that I would soon be ready to move "up", first to an outboard fishing boat, then maybe to an inboard speedster. But what I enjoy most is moving quietly across a calm pond (with emphasis on quietly), or maybe sitting still in the mist of a cool morning, a red sunset, or a fall afternoon, among the islands of a small mountain lake. The closest thing I have to non paddle power is a small electric motor that has not been off the shelf in well over 15 years. What I do have in the way of boats are four canoes and two kayaks, four of which I have built. Eventually I did find the right boat for me, and it was not one of the ones I built. But now I am changing, and it is no longer quite the right boat.

At sixteen, plans in my *Boy Mechanic* book convinced me I could build a canoe. It was made of sliced up 2' x 4's soaked in the tub and bent into ribs, but I didn't have quite enough material for the whole 16' plan, so it seemed like a good idea to eliminate the center 4'. The result was a round bottomed bent rib and canvas canoe that was fast and unstable, barely seaworthy. It's a wonder I lived though it. That boat met its demise after it was passed along to my younger brother. A broken and battered canoe of framing lumber does not last long.

The next boat, some years later, was a flat bottomed open cockpit 16' kayak with straight sides, made of 1/4" exterior plywood. Although it would not hold steady in waves,

The Right Boat

By Hugh Groth

this craft had extreme initial stability, and it held my wife, three small kids, and me. The plans included a lateen sailing rig, but it did not sail well. This boat was sturdy, but heavy and did not have good lines. After several years this one went to my dad, who left it outside, uncovered. It filled with rainwater and sat there for about two years, and that was the end of that boat.

With nothing but experience to show for having built two boats, neither one right, it seemed that maybe a Rushton design would be a good idea. His Wee Lassie design is beautiful but a little small for two, so I enlarged the plan to 14'. I should not have tried to make it bigger, for my enlarging technique was somewhat lacking. My rib bending technique was also a little short, I found later. I decided to cover the ash ribs with walnut backing veneer, fiberglass cloth and polyester resin. The goal was light weight and good looks. But the veneer was lumpy and did not take the resin well, and when I took the canoe off the form the ribs sprung a bit. Once again I had a canoe that was too round bottomed and unstable, and not all that attractive. This boat I still have, but do not use. I tried to give it away, but after it dumped my son and his wife in the ocean, he gave it back. Now the polyester resin has become brittle and is cracking.

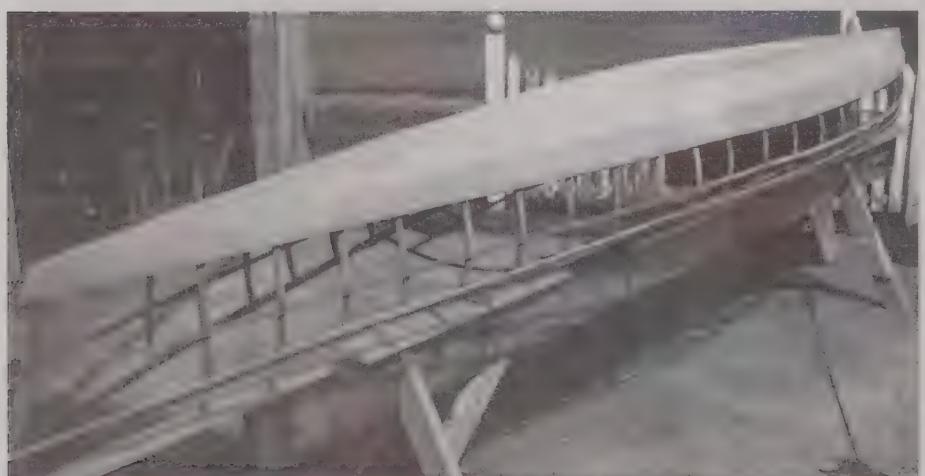
The earlier open kayak that held more than one person and did not spin like a log was almost a good idea. I decided to try again, and design it myself. The new one was still

hard chined, but had a bit of a hollow entry, slight V bottom, and was asymmetrical for better trim. Made entirely of 4mm okoume plywood, with fiberglass tape just on the seams, and West System(tm) epoxy, it was strong, lightweight, stable, and it looked good too.

This one we used for many years on a local lake and I still have this as well. It remains as strong and seaworthy as when it was made, but is beginning to show signs of age. It is still a bit too heavy for me to easily slide it on and off the cartop rack. Now, the younger, stronger husbands of my daughters get to do that, for they do use it. They may no longer want to use our old 12' fiberglass mail order canoe we bought somewhere along the way, mostly because it was cheap and serviceable. I knew that boat would never be anything special, but it nicely covered the stuff we carried on top of the camper truck when we went on vacation. At this point the score was two canoes and a kayak, none of them quite the right boat. Information about Platt Monfort's geodesic boats has been around for a long time. Certainly one of those would be the ultimate in light weight. I had to try one. I ordered the plan and the Dacron, Kevlar cord and tape for a 7-1/2' Sweet Pea from him, and began to build. This one was easily justified. It was for my wife. It is a beautiful boat, but not exactly a tripper canoe. She rides it well, but imagine a 190lb man in such a craft. It is so small that I must sit very still on the bottom, and if I lean back, water will pour in over the rear, especially when I am surfing with it in Lake Erie. It truly is my wife's boat, even if I tend to be the one to use it. It is so pretty and cute that it is now decorating a corner of the living room, standing on end. I still hankered for a good full sized canoe.

When you are enamored of small boats, as I am, you pay attention to what is available whether you need a boat or not. The *Buyer's Guide* came in the mail, and there in the listings were the statistics on what appeared to be just the canoe we needed. Best of all, the manufacturer was only a little over 20 miles away. Due to new environmental restrictions, the town was putting the builder out of business, and when we got there he had just one 18' boat left, a Black River Adventurer. It was what just we wanted. At only 61lbs, it was an 18', shallow arch, asymmetrical model with an extremely long, fine entry, a lay up of fiberglass and Kevlar. It was fairly wide, with plenty of tumblehome. It was a beautiful canoe. My wife and I could go wilderness camping in this, or almost anywhere except through whitewater, and this was not in our plans. It is fast, stable, holds a lot of gear, is easy to carry, and fits on the van. At last I had the right boat. It has proven to be so for 15 years.

Over the years one could get discouraged looking for the elusive right boat. But coming at the end of a line of seven different watercraft, our 18' Black River Adventurer was right for us. After some seventeen different backcountry canoe/camping trips and countless day trips on various lakes we are still happy with it. Then, sooner or later, you realize age is catching up with you. There comes a time when a 61lb canoe and a pack are a heavier load than you want to take across a long portage. On and off the van and a long walk to the lake with just the boat alone



sooner or later is a bit much as well. I needed a lighter craft.

I liked the lightweight construction of the Platt Monfort Sweet Pea. I also liked the shape of our big, white canoe. And my old wooden home built kayak, with its low deck, was fairly windproof. These were about all the design ingredients I needed, and I knew there was going to have to be another boat, one of my own design. There, I had justified scratching my itch, and work began on a new lake kayak.

Offset measurements from the Adventurer canoe were entered into my computer drawing program in 3D. Then, keeping the tumblehome and the asymmetry, the plan was shortened by 2'. With slight modifications to improve fairness, I approximated the curves with four planks per side at each station. The points were connected at the intersection of each plank, and it was faired again. The curved stems were replaced by a straight, inclined bow stem, and a narrow, flat stern just wide enough to mount a rudder, should that be a desire in the future. The cowling from the opening on the wooden kayak was duplicated here so that I could reuse the fitted canvas cover. I had my plan.

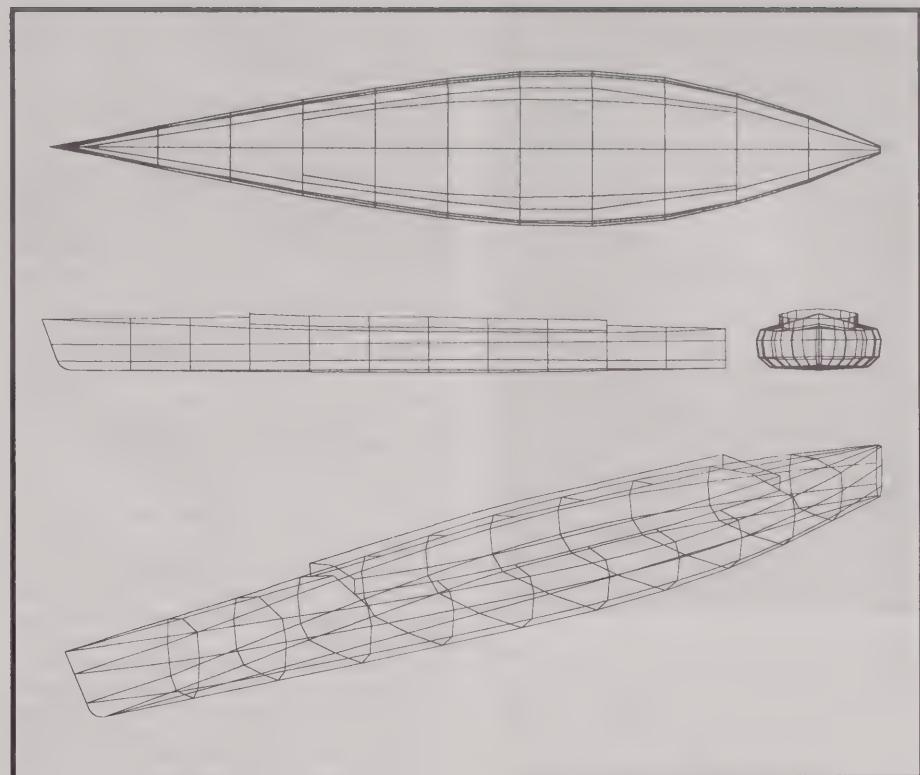
The forms were plotted and cut, and fastened to a strongback. The keelson, stem and stern were mounted and stringers were fastened to the forms from stem to stern along the plank joints. For the bottom and first plank on each side I used the 4mm okoume. The upper sides and decks were connected with widely spaced ribs, Platt Monfort style. Then the entire boat was encased in heat shrink Dacron. Dacron alone on the bottom would have made a lighter boat, but rather insecure for passengers and cargo, and stiffness would have suffered. Then my resolve weakened and I covered the area of the second plank with fiberglass, for better rock and stick resistance. It might have been better without this layer, but there was no going back.

To keep the bottom from oilcanning, I added a 12" panel of 4mm okoume down the center of the floor on the inside, spaced off about an inch. This provided just enough beam strength, and made a good seating area. Using the same material for the cowling, I then capped it with a thicker rim to protect the plywood. Two to three coats of West System(tm) epoxy finished the job, and with vinyl flotation bags in each end I had a 44lb kayak. It is light and maneuverable both over my head and on the water, and reacts to the water much like the Adventurer does. Was this the right boat of the future?

Both my wife and I have found that holding our arms elevated as we use a double bladed kayak paddle is more tiring, and it just doesn't have the same aesthetic value as a canoe paddle. Even elevating the seats has not entirely cured the problem. Otherwise, it's a pretty nice boat, but a canoe in the same style would be nice.

I have part of a plan. And trial samples using two layers, grain crossed, of good, flat poplar veneer laminated with 6oz fiberglass and epoxy indicate that this construction would be strong enough for a very light, nice looking canoe. Is this new territory, or has someone done this before? I wonder. It could be just the right boat.

Hugh F. Groth, 3625 Hawthorne Dr., Richfield, OH 44286, (330) 659 3853



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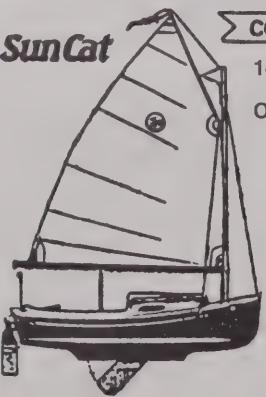
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This is probably the first Hvalsoe ever launched on a sunny day.

Going nicely into the wind, the new Hvalsoe shows another refinement, a double sheet.





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Hvalsoe Launch

Reprinted from *Shavings*, newsletter of the Center for Wooden Boats

By Charles Dowd

A Seattle builder has a design that just keeps growing. It's a process of constant improvement. The only production wooden boat being built today is the Beetle Cat, but Eric Hvalsoe, boatbuilder, designer, and sometime instructor at the CWB has another wooden boat that comes pretty close to production status. Since 1980, he has built about 18 of his original Hvalsoe 13s and its variant the Hvalsoe 15, some for clients and some in classes he's taught in Seattle, Canada, and Holland. His latest version of the design, the first Hvalsoe 16 splashed into the water this past April.

"I enlarged the 13 into the 15 by just fiddling with the midsection, but in the 16, I distributed the change throughout the length of the boat. The slightly filled out sections make a positive difference in the trim and buoyancy."

The 16 is also the first time he's built the boat the way lapstrake boats are usually built. "My teacher at boatbuilding school was a carvel construction man and I learned to bend my frames over ribbands and then plank to the frames. It lets me fasten the laps and onto the frames at the same time. I kind of like that, but framing directly onto the moulds gave me a chance to fiddle around more with those new bow and stern sections," Hvalsoe explained. "It also gave me a chance to SeaFin the entire interior before I put in the frames."

The original Hvalsoe 13 was the product of Eric's student boatbuilder days. A friend wanted a "little" boat that would row and sail equally well. Eric, with the aplomb that comes from not knowing when you've bitten off more than you can chew, said that he'd whip something up.

"I didn't know at the time that I was seeking the Holy Grail of boatbuilding," Hvalsoe remembered ruefully. The final design had a curved stem and a raked wineglass transom. Narrow at entry and run for easy rowing but with healthy midship sections for sailing stability, the design worked even better than anyone had a right to expect.

The new 16' version has an 85 square foot spritsail. Eric added a nifty little brailing line that allows the skipper to collapse the sail up against the mast. Mast, sprit, and sail come in a long canvas sleeve for tidy stowage and transport, an idea Hvalsoe credits to *WoodenBoat* magazine.

We found the new design as easy to row as the 13. Under sail it is responsive and has a really nice feel to the helm. It runs and reaches nicely and its windward performance is as surprisingly good as other sprits we've sailed. And of course the simplicity of a boomless spritsail reduces sailing to its absolutely basic, unadorned essence.

But don't take our word for it. There are two Hvalsoe 13s in the Center fleet. Come down and give one of them a try. The 15 handles the same way, only better.

The Center for Wooden Boats is located at 1010 Valley St., Seattle, WA 98109-4468, (206) 382-2628, <shavings@cwb.org>, www.cwb.org

Tennessee Stump Jumper

By Thomas R. Crawford, Jr.



I think one of the most unique wooden boats in America is custom built by Dale Calhoun who owns Calhoun Boat Works in Tiptonville, Tenn. I first saw one of Dale's boats in an artifacts display at the Chattanooga Aquarium. It was love at first sight. Tiptonville is located in the northwestern edge of Tennessee.

The Mississippi River is very close by. Years ago there was an earthquake near Tiptonville which caused the Mississippi river to flow backwards and fill up the split of the earth's surface near Tiptonville. This created Reelfoot Lake, one of the country's best fishing spots, also a favorite stopping place for migrating ducks, with a turkey preserve in the surrounding woods.

The first boat built by Dale's grandfather was similar to a canoe but with a wider and flatter bottom. The boats still look about the same, made entirely of cypress wood. The woods around Reelfoot Lake are full of cypress trees. Dale is the third generation of Calhouns to build these.

Dale has one model, which I bought, that has an 8hp Honda inboard engine called the Stump Jumper. It has a metal shield just below the propeller which, if you run over a sunken log or stump, protects against shearing a pin.

Dale has also patented what I call double jointed oars for his boats. You row normally but the boat moves in the direction you are facing, thus allowing you to see where you are going.

Within a year of buying my Stump Jumper I had a heart attack, requiring a double bypass which one month later collapsed. Then I had a pinched nerve in my spine. I had to sell my boat. The first call I got after advertising my boat for sale was from a very nice gentleman, Mr. Howard Richardson, who had read about Dale Calhoun and his boats in *WoodenBoat* magazine. He bought my boat over the phone. He was so excited over getting such a unique wooden boat. It was a pleasure to pass such a fine boat to someone who loves boats as much as I do.

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Urban Boatbuilders Waterlines

Urban Boatbuilders offer experiential learning opportunities for youth in the Minneapolis/St. Paul, Minnesota area through boat building and boat handling. Our mission is to provide opportunities for youth to develop positive skills, attitudes and connections to their communities and to local water resources through the building and using of boats.

We are also offering boat building instruction to the general public as a way of supporting our core mission. Our full catalogue is on our web site at www.urbanboatbuilders.org.

We are currently in the midst of a calm stretch here at UBI. Four projects have been completed and launched. We are regrouping, sharpening our focus, and taking strides toward strengthening our programming. Part of the restructuring includes a reassessment of health and safety practices here in the shop and on site. We are looking into the possibility of installing an adequate ventilation system to reduce dust exposure to our students and staff. More traditional construction methods are also being seriously considered to reduce exposure to epoxy dust and fumes.

Meanwhile, we are also keeping our eyes open for a shop site that is consistent with our mission. Specifically, we're interested in acquiring waterfront space with at least 1500 square feet, and adjacent outdoor space for storage, painting, and varnishing.

Urban Boatbuilders, Inc., 1460-1/2 University Ave., Saint Paul, MN 55104, (651)644 9225, info@urbanboatbuilders.org



MTHS student research uncovered historical pictures of shanty boats like the one above, which were used during the design process to decide on the characteristics of the one they built, below.

Mississippi River Raft Project

September 2001: Research unravels the history of Mississippi Shanty boats. Since the early 1800s, they've been used as an inexpensive means of transportation and habitation¹ on the river. Often those seeking work in economically depressed times would build rafts from cheap or found materials and float to more prosperous areas downriver, such as St. Louis or New Orleans.

October: Principles of basic boat design, buoyancy, stability and efficiency, are explored and applied to preliminary designs. Everyone drafts a design intended to meet these criteria, a raft capable of carrying 7-10 passengers and gear down the Mississippi for a week long trip.

November December: A design is selected and altered by the class to meet the needs of the trip. Antuan Yancy produces a thoughtful design that the class chooses and alters as needed.

January April: Pontoon construction proceeds. Interpreting technical drawings and written materials, six main sections are

completed and the tips are started. The pontoons are calculated to hold over 5,000lbs.

May June: Pontoon sections are bolted together, deck construction commences. Raft construction is completed with help from several volunteers.

July: River trials commence on the St. Croix, just above Stillwater. Vessel proves safe.



Tyrant/Instructor Phil bellows orders to an increasingly mutinous crew as they assemble the raft on shore.

After about six hours of assembly in the oppressive midwestern heat, the crew is relieved to finally launch the boat under the banner of shameless post 9/11 patriotism.



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Launchings...

Minnesota Technology High School authorities reported sightings of a 30' shanty boat on the St. Croix in early July.

ArtsUs launched four rocker skiffs completed by diligent area youths, and donated to local day care organizations.

North High School, Minneapolis, Summotech ninth graders launched a Pacific Ocean outrigger canoe, designed and built over the course of the year.

Boys Totem Town Apprentices and students launched a sleek Annapolis Wherry built during the spring. Custom built spoon blade oars displayed high-level craftsmanship.

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Briefly:

Make the groove before you make the spar, that way you will have a parallel sided stick to guide the tools. Support the stick so that it doesn't sag in the middle and stays straight.

Using the side of the stick as a guide, saw a quarter inch wide slot almost as deep as the finished groove with a skilsaw. This slot does two things. It acts as a guide for making the round groove by holding the shank of the router bit in the right place and it takes away the wood from the place where a router bit least likes to work.

Rout the round groove for the bolt rope with a ball head router bit using the sawed slot as a guide.

Details:

Make the groove before you shape the spar. That way, if you booger up, you won't have lost anything but all that precious wood. You can spend the time you saved gnashing your teeth and tearing your hair. Actually, it is a lot easier to make the groove in a straight parallel sided board than a finished, tapered, spar.

Support the stick. It is best to borrow or buy some big straight two by tens or twelves and screw them together so that the butt ends overlap. Make a straight thing as long as the spar out of them so that the spar can be held straight on it for the grooving operation (and subsequent planing). It is fine to support this thing on plenty of sawhorses, but one end or the other needs to be firmly attached to the world so that it won't rock back and forth while you are planing. My son uses an aluminum ladder to do things like this.

You can crawl around on the floor if you don't want to fool with the temporary rig, but you'll be sorry. When I first went to the doctor complaining of aches and pains after I had lofted a boat, he told me, "Man was not made for crawling and squatting. You keep on doing it and you'll be sorry." I think that is one of the reasons I took up eyeball building.

Attach the part to be grooved to the support by screwing little blocks of wood alongside it to hold it straight and screwing some of these little blocks to the spar blank to keep it from sliding when you are working on it. Make sure the little blocks don't stick up anywhere near the top of the piece of wood that will become the spar and interfere with the operation.

Using a long hand plane (long jointer if you have access to one) set to take light cuts, true up your spar blank. Except for the after side of the mast where you are going to cut the groove, there is no need to plane it down to eliminate every little ding and skint place, you just want it straight and square so that its edges can guide the tools to make the groove.

Saw the slot with a skilsaw. Don't let anyone talk you into doing it with a table saw. It might work if everything was set up perfectly, but a big, long, limber stick like a mast is hard to handle, even with roller tables, and the resulting groove is likely to wind up too wide from the inability to keep the stick against the fence, and square with the fence. Not only that, but the wigglesomeness of the feed rate will make the back side of the blade touch first one side of the cut and then the other and the resulting oscillations will make a crooked kerf.

It is possible to cut the initial groove with a 1/4" bit in a router, but it will have to be

How To Make a Luff Rope Groove In a Solid Wood Spar

By Robb White

done in multiple passes and the router will have to be set up with tight fitting fences on both sides of the spar blank (or diagonally opposed guide pins which will have to be held perfectly by a skillful operator. Get a good rip blade for a skilsaw. Don't use a combination blade because its teeth are pointed and won't make a flat bottomed slot.

Attach a fence made from a nice, smooth, straight, hard piece of wood to the base of the skilsaw with little strong "C" clamps and super glue (or, better yet, screws through the base plate) so that it is parallel to the blade and just the right distance from it so that the blade will rip a groove exactly 1/8" off center of the stick. The fence ought to stick out about a foot in front and behind the base of the saw to keep things straight.

Adjust the depth of cut so that the blade comes within just a tiny bit of the bottom of the groove. If you go too deep, you will have a little square cornered place at the bottom of the groove which will look unprofessional and maybe make a splinter to catch the fuzz on your luff line. If you don't go deep enough, the ball cutter on the router won't cut as well and might get hot and burn the wood. The axis center of a spinning circular cutter doesn't cut well.

Most luff rope slots have the initial groove deep enough to guide the router bit shank but, in some that I have seen, the circular part comes almost all the way to the face of the mast and there is hardly any wood left in the narrow part. If that is the case, you will have to make the groove deeper than it actually is in the old spar and plane the after face of the spar down to where it ought to be after the grooving job is done.

Now, make a short section the exact dimensions of your spar blank out of a piece of wood of the same approximate species as what you will be using. If it is spruce, pick through the el cheapo spruce two by fours at the building supply place and get enough to piece up a good stick to try everything out on. Plane the top and sides smooth and straight and saw a groove. If it turns out to be in the right place, saw the first pass on the real thing. This will give you half of the 1/4" guide groove you need to guide the router bit.

Re adjust the fence on the saw and try it out on the mock up and saw the other half of the groove on the mast. Always run the fence on the same side of the mast, and in the same direction. Adjust the speed of the cut so that the saw makes a uniform noise. This shows that the blade is not oscillating in some harmony with the feed rate and widening the groove too much.

When you get through, use the shank of a 1/4" router bit to "feel" the groove to find any tight places. Fix them with a little stick with some of that sticky back sandpaper on it. You may have to use graduated sizes of sticks and work all night to even up the groove, but I hope not. A long stick running

along the long axis of the groove works better than a little short stick. Straightness of the slot is more important than uniform width,

Rout the circular channel in the bottom of the slot. Those little ball cutters are available at good hardware stores and Sears and places like that. High speed steel actually gets sharper than carbide and works fine for a one shot deal like this. If you have a lot of money in the wood, and plenty of talkative friends and not much experience, don't do the job when the store is closed because you are likely to go too slow and burn the bit and need a new one. Slow feed rate is death on router bits. They need new wood to cool themselves. I would chase all my talkative friends away while I did this anyway. I'd just ask my wife to come hold my hand.

The router... rent the damned thing. Nobody needs a router. Norm don't even need a router. They just pay him to use theirs so that they can hear him talk. Any 1/4" router will do. This ain't no high horsepower project.

Put the bit in... I know this sounds pedantic and patronizing, but there is a little known trick to getting a bit to stay where you put it in a router, and the result of not knowing can be disastrous. The hole where the router bit goes has a little chamfer or bevel in the bottom of it due to the inability of machinery to make a truly square bottomed round hole. When a router bit bottoms out on this and then the collet is tightened, the bit is jammed into the non cylindrical bottom of the hole and feels tight, but it ain't.

What is liable to happen is that you get all ready and try it out on some scrap and then jump on the real thing. The pitiful part is that trying it out was just enough to work the bit out of the jam in the bottom of the hole and when you get to the real thing, the bit works slowly deeper and deeper into your precious mast and the results are a crying shame. Push the bit to the bottom of the hole. Then pull it out just a little bit before you tighten it with the little awkward wrencher.

Try it out twice. Make sure the depth adjustment is not just tight but actually holding. Turn the unplugged router upside down so that it is sitting on its motor and beat on the baseplate with your hands. Then see if it still cuts where it ought to. You may have to adjust the depth of the bit in the collet to get enough shank exposed to guide the cutter.

A router is a treacherous thing. Back in the old days, they grooved spars in two pieces with pretty little wooden planes (called router planes) only took about a few minutes to do it by hand, and the groove always turned out perfect. The only thing was that the men had to make those little planes by hand, adjust them and sharpen them. We used to have skill, now we got Norm, but we need to go sailing.

Rout the bottom of the slot: First do the experimental piece. Start at the left end of the stick. That way the rotation of the router bit will pull the guiding shank of the bit against the side of the groove toward you. If you hold to that side of the groove, the shank of the bit will follow that side of the slot perfectly. If you walk right along with it, the new wood coming in contact with the cutting edges of the spinning bit will cool it and it will work perfectly. If you hesitate and go too slow, the bit will spin at its high speed in the same place and the friction of the bit against the already cut wood chips will rapidly heat everything up and it'll begin to smoke and the cutting

edge of the bit will become distempered and dull and you'll have to go back to Sears.

Worse, the spinning shank of the bit will burn the side of your carefully prepared slot and be misguided and the bit will walk away from where it is suppose to be and booger up the groove. I would groove a dozen "Paul Bunyan" studs until I had the feel of it if I had to. Hell, you could always use them for curtain rods.

After you finish making the pass with the router, clean the chips out of the groove with a hook (don't try to drive them out the end with a rod) and examine it to see if it is

centered in the old saw groove. If not, make one more pass, from right to left, guiding on the opposite side of the slot walking in the opposite direction. This will make the round section of the groove a little elliptical, but at least it'll be in the middle of the spar.

Now, about shaping the spar... do it by hand with the long plane. Don't take it to somebody with a thickness planer. Thickness planers don't straighten and hand planes do. I know this might sound intimidating, and it is... if you forget about the experimental pieces. A hand plane, skilsaw and router are easy to master.

Now I have to let you in on something. I ain't all that crazy about solid spars and I despise a bolt rope groove. They never slide worth a flip even when the dirt daubers haven't been at work. I would rather use mast hoops or lace the sail on there (never spiral the lacing on the mast, put the line through the grommet and then go back on the same side of the mast so that the grommets are held alternately to port and starboard or the luff will bind). If those are inappropriate, I like those old monel tracks with the little rattling slides... make sure you seal the screw holes very well.

I have worked on the water for over thirty years, first in the Coast Guard, then for the Corps of Engineers. One thing that I learned during that time is that very few pleasure boaters know much about boat handling. When I rate the different types of boaters from worst to best, none escape my condemnation entirely. The worst have to be the house boaters followed by other motor boaters then canoers, kayakers, and finally sailors.

I am always amazed that a man can spend \$50,000 or more on a large motorboat and never learn to run it well. Very few folks take the boat out and practice. We all know that it is a God given skill that every American male is born knowing how to run a boat.

I come from a flying family. Most aircraft pilots practice a lot. They do landings and take offs and departure stalls. They practice, practice, practice. When was the last time that you saw a man with a house boat practicing his landings? The few women I've met running their own boats did much better than their male counterparts. Maybe that God didn't bless them with the male "I can run a boat" gene and they had to resort to practicing.

Houseboats eat up a lot of fuel. Most owners save this fuel until they can go somewhere with ten to fifteen friends and show off how dumb they are at the first place that they have to make a landing. Sometimes this first landing would be at my lock.

The most common thing that I have seen done wrong is trying to stop a boat by hand. This might work on a 14' aluminum skiff but folks try to do it on a 15 ton houseboat. I would see folks with a 30'-40' foot houseboat come in and grab a line on the wall and continue on at 5mph with the lines slipping thru the hands of the 98lb woman who is

Tips From A River Rat

By Mississippi Bob



Stopping a Boat

trying to stop it. I sometimes would holler down to the skipper, "Put on the brakes!" Usually, by this time, the skipper was standing next to the bow lady with the engine off, he would look up and say, "Ha ha, my boat don't have brakes." This would be about the same time that he would take a couple turns of the bow line around his hand and get pulled over the side as the boat is still going 4mph.

The boat would stop, but too often only when it reached the boat ahead of it. This is about the time that I would tell him that I would never run a boat without brakes. Depending on the sobriety of the skipper I might ask him, "Why do you think they put a reverse in your boat?" His answer might be a real questioning "To go backwards?" He was beginning to get the picture.

More than once I have seen a skipper pulled out of the wheelhouse with a line wrapped around his hand. I remember one poor soul who was still dangling on the wall as his boat, a large Chris Craft, crashed into our lock gate nearly a hundred feet away.

Yes, the reverse can be used to make the boat go backwards but its primary function is to act as a brake. Many boaters never learn this simple fact. I guess that is something that God slipped up on when he created the genes that all American males possess.

I love some of the southern colloquialisms that I would often hear from the tow boat crews that I dealt with. One mate who I saw often would calmly tell the captain, "Put to whoo to her," as he was taking another turn on his cleat; spelled Kevel in river talk. The boat would belch out a puff of smoke as the engines backed a turn or two and the boat stopped.

Stopping in a straight line isn't quite that simple. Most boats will tend to back to port (the stern moves to the left). This can be corrected with a little right rudder. "How much?" you may ask.

This is the reason for all the practice. With practice you should be able to move the stern sideways while stopping so that the boat is parallel to the wall or dock at the time it stops.

Most houseboats on the upper Mississippi came out of the factory with square corners. After a couple of bad owners these corners get rounded off from abuse. In the next issue I will discuss "Saving the Corners". Until then, go out and practice stopping your boat at a designated spot. Try to find an empty dock, lock wall, or parked barge. Try to stop where you are a foot off the wall and parallel. When you got it down pretty good try the other side. Do this practice on a Tuesday evening when no one is watching and may be one Sunday when you have the wife and kids along, and a few of the kid's friends too, you might hear, "Gee your Dad does that pretty good." Your kids will never notice.

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John Olin founded and operated the Tremolino Boat Company of Chaska, Minnesota in 1975 after taking early retirement as Vice President of the Minneapolis Federal Reserve Board. He died of heart failure on September 22, 2002 and is survived by his former wife Noni, three sons, and four stepchildren.

John was a longtime resident of the Minneapolis area. He graduated from the Blake School, served in the Navy in WWII and got degrees from Harvard University and Harvard Law School. Besides developing and producing new sailing concepts, his other interests included the theater and antique automobiles.

The writer met John when he chartered our 36' trimaran *Tricia* in the early 70s for a cruise in the Virgin Islands. Shortly thereafter he purchased her plans and built a scaled down 23' version using the then new Hobie 16 rig and the hulls as amas, calling his creation Tremolino, the name of Joseph Conrad's first boat. She had two spartan berths for weekend camping cruises, a cockpit comfortable for four, and could sail at 18 knots in the right conditions."

John and I worked happily together on several different versions of that boat and two slightly larger trimarans, Argonauta and T Gull 25. In all, he and one or two helpers, built about 250 boats in the Chaska shop. When he died he was working on number three of a new version of Tremolino, this one intended for himself, which folds and has a round bottom center hull with a longer

Tremolino Trimaran Builder Dies

By Dick Newick

waterline, more cabin space, more carrying capacity, and even better performance

John made good friends wherever he went, driving long distances, often alone, to exhibit at boat shows and to deliver new boats all over the country. He made a major contribution to the multihull scene for 27 years. We will miss his intelligent enthusiasm and good cheer.

Tremolino

Four different versions of this 23' trimaran, now totaling about 250 boats, have been sailing, starting 27 years ago. It is my smallest stock design. The home builders' version has recently been modified by increasing the center hull displacement and waterline length, giving more cabin space and carrying capacity. There are two mast heights to choose from, depending on local wind conditions, the owner's sailing skill or interest in racing. A 4hp outboard will cruise her at 5 knots in a calm. With a good breeze, she is capable of 20 knots.

Construction is plywood/epoxy/fiberglass. The amas are tortured plywood, a

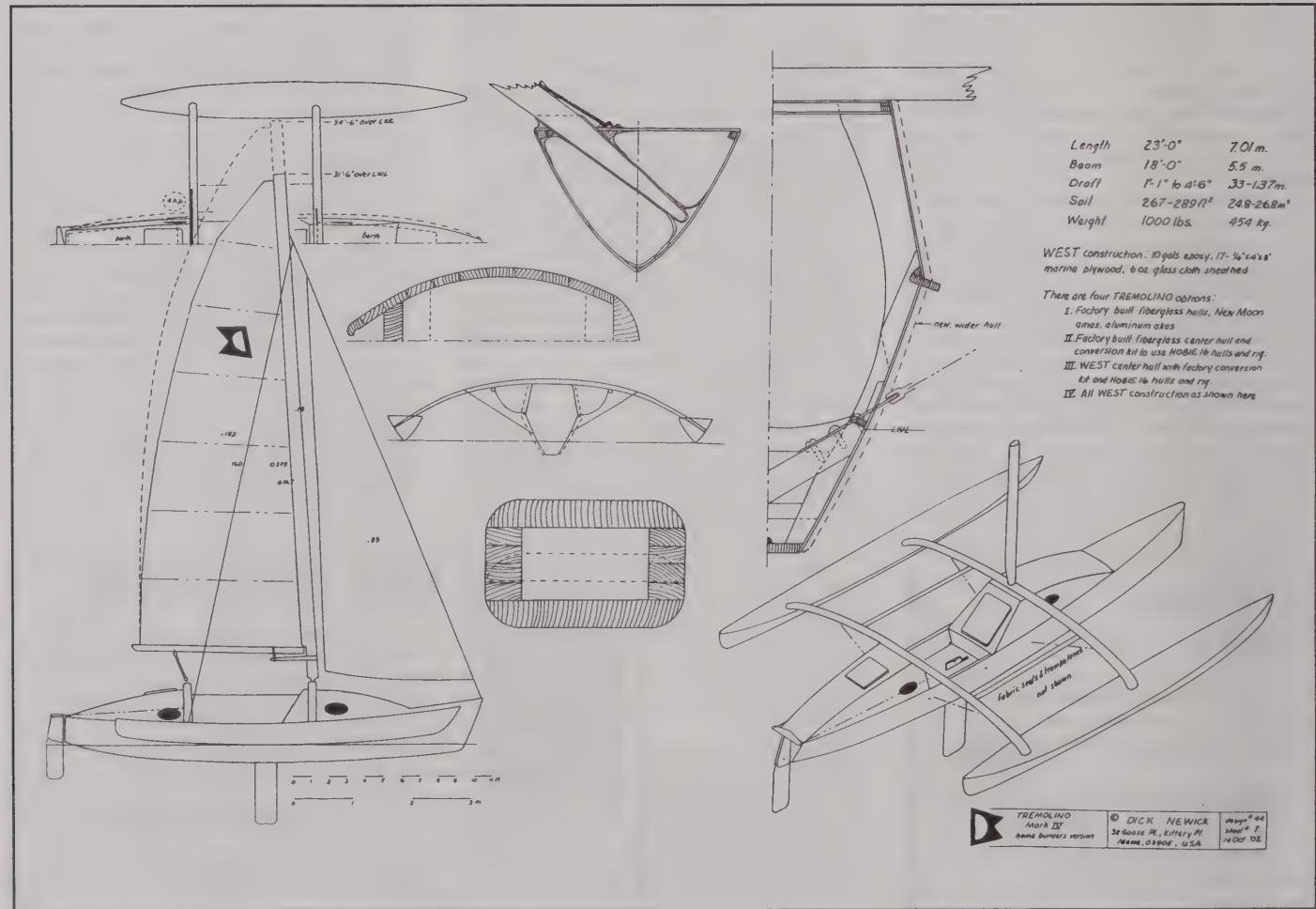
building method made popular by the early Tornado catamarans. The mast may be either an aluminum extrusion or a strip planked wood/carbon fiber wing mast. Longest building time reported is 800 man hours to create a much admired work of art.

Builders eager to go sailing should do the job in much less time. Plans cost \$500 to build one boat. They are in English measurement units. An instant metric conversion calculator is available. Minimum lofting required: Simply lay out the center hull frames on a piece of plywood, assemble the frames over the drawing, and lay out the ama halves full size on the scarped together plywood. Familiarity with Gougeon brother's superb book on boat construction will be helpful.

Tremolino is 7m long, weighing about 450kg, is a handy size afloat, on a trailer and in between. It will take two people about an hour and a half from trailer to sailing. The factory built fiberglass folding version can cut this time to about 15 minutes at the cost of increased weight and investment. This version will best suit owners who want to occasionally change their sailing area and to avoid boatyard costs at the beginning and end of the sailing season. The various small parts can be built separately in a modest shop away from the water and trailed to a beach or a launching ramp.

Small boats such as Tremolino are often used, sailed more frequently, giving maximum fun for minimum investment.

Dick Newick, Kittery Point, ME



On Customers

Customers to me are both the most rewarding, and the most frustrating part of the job. If not for the customer, then the job would just be a way of thinking aloud with a pencil, the random jottings of a mind preoccupied with matters maritime and, in the end, pointless. I, like a lot of others, had folders full of nice ideas, dreams which would never see reality leaving me with no way of checking that any of the stuff I'd drawn would work.

A simile springs to mind. I, as a teenager much too long ago, designed spaceships during math periods, but without the opportunity to actually build one, did not realise that the mass/energy ratio achievable with the fuels specified would not get Luke Skywalker to his next assignment with Darth Vader in time to save Princess Leia from the lascivious clutches of some slimy villain. If I had listened to my teacher a bit more I would have been able to calculate it, but that's beside the point.

The customer, though, builds the results of my thoughts, uses the boat, provides feedback and is able to compare the boat with their expectations, trying it out in company with other boats of similar size, and enabling me to gradually incorporate the lessons learned in future designs.

Comparing the boat with their expectations, now there's the rub! How do I know what is really going on within the echoing halls of someone else's psyche, how to divine what fantasies are driving their enquiry for a set of plans or custom design?

The first way is to paint a word picture of the boats use, Phil Bolger taught me this one. By example, if you are going to copy an idea, only copy the very best, thank you Phil. I had been doing it to a certain degree for a while, recounting my own adventures afloat and using that to illustrate the capabilities of the craft concerned, but over the years the designs became too numerous to build one of each, and I gradually woke up to the fact that adventures are too often cold, wet and uncomfortable.

So I write fictions, "Bolgeresques" I call them. Stories designed to put into context the boat's capabilities and strengths, where and how it is intended to be used, the loads it will carry and how far, the smell of the salt and the skirl of the gulls overhead, the spray flying as she butts through the rising chop and the warmth from the stove when at last she is at anchor in some remote sheltered cove.

You've got it! A way of connecting with the clients' fantasies.

Another way is to sit down with the person concerned and gradually produce a brief for the design. First we identify the customer's starting point, usually one of my other boats, or a specific task for the boat. Navigator, one of my real pets, came as a result of two such enquiries.

I had an approach from a very experienced sailor, an Extra Master Ocean Going Under Sail, about as high as you can get, who wanted a training boat for his local club. She was to train teenagers in the sailing of high performance keelboats, but without the costs of a 25' hi tech racer, she should be easily built as a club or home building project, she should look a little like some of my

From the Drawing Board

John Welsford

Small Craft Design



Occasional Ramblings From a Small Craft Designer

previous boats (which is what attracted the client in the first place) and be as economical to produce as possible while being consistent with the training goals.

I drew the design up, and the club meantime decided to go with an existing class (hiss, spit) but a couple of the originals were built. A while later a previous customer, a hardy veteran who had already built two of my boats came wanting a longer range open cruiser. Together we dug through my drawing file and came across the Navigator, he loved the hull, it fitted the design parameters and with some alteration to the interior it would be ideal. But the oversized sloop rig with all of its complex controls and powerful sheeting systems was not going to suit a slightly built singlehander wanting to make coastal passages in New Zealand's windy waters so we started off by outlining the functions of the rig.

He needed lots of sail area for light weather, easily reduced for fresher winds, it had to be directionally stable to assist the boat to self steer, quick and easy to rig, and cheap. Bob was okay with alternative rigs and his previous boat, one of my Rogue designs, had used the sprit boomed standing lug that is a favourite of mine so we began with that.

The directional stability needed to reduce fatigue on a long distance single hander can be obtained by either spreading out the underwater lateral plane, not easy in a centerboarder and not good for wriggling the boat up narrow channels under sail, or by spreading the rig out fore and aft. With this in mind I drew a yawl rig, jib, main and a mizzen a little larger in proportion than most yawls.

The process went on, and in the end Ddraigge (Welsh for Dragon, Welsh mythology is big on Dragons boyo) became one of the most popular of my designs, with boats as far away as Finland and Russia. In this case the process of consultation and customer involvement was a real success, I had a client who had a good idea of what he wanted to achieve, I knew him well enough to know what he would like, and we both of us were able to be clear and unambiguous with the other.

Success. It's not always like that though. I had another enquiry, a while back, for a serious small cabin yacht. The guy travelled in from Japan to see me so, in spite of some reservations generated by a rather odd telephone conversation, I was keen to see him. He wanted a cabin yacht big enough for him

to sleep in in comfort, small enough for him to build in a limited building space, and consistent with his skills and tools, and which would suit his vision of "his" boat.

Now the first two items were not an issue, pretty standard stuff. We'd gone through them on the phone and he'd brought an incredibly detailed drawing of his building space with him. It showed not only the floor plan and the door which was great, but included every structural member of the building, the make, model and colour of the car that normally parked in the space and the kinds of flowers that were in the flower beds around it! Warning bells? They were deafening!

So we discussed his vision, and after an hour or so of hard work all I had was that he wanted a boat that reminded him of a "Scottish Castle, up on a misty crag above a dark grey stormy Loch".???????????????

I showed him pictures of Shetland Faerings, Viking Longships (and shortships) Luggers, Fifies, Zulus, Loch Post boats, Salmon Skiffs, Falmouth Quay Punts, Morecambe Bay Prawners, Flatnars, Keels, and sailing barges. Nothing! I set him loose in my library of magazines to find pictures of boats that he liked, he came back in a couple of hours with a pile of pictures as high as your knee, but the boats he had picked were not consistent in type or style. I tried to analyse the features that attracted him to them, no help there. I asked him which features in the pictures he'd selected reminded him of his Castle, nothing consistent there either.

At this stage I was openly looking at my watch and had asked him a couple of times what time was his bus leaving?

Well, I got rid of him eventually, and it was a couple of weeks before the next letter arrived. By this time I was dead sure that the mist around his Scottish Castle was in his head, and did not want anything to do with him. But as he had come all the way from Osaka, I did feel obliged to have a go. So I read the letter, full of mystical meanderings about spirituality and emotional atmosphere, still nothing I could get a handle on, but I drew sketch proposals of three small and slightly traditional boats that would any one of them done what was needed in practical terms and sent them off.

When the reply came back it told me in no uncertain terms that I was a person of very little intelligence (in rather less polite words) as he, the client, had been very specific in his requests and that none of the three proposals displayed any indication that I had listened to what he had been saying!

So, if you are a keen boatie, wanting to build a little cruiser that will fit into your confined building space, and can be built with hand tools and basic skills only, come and see me, but not if you want a boat that is like a "Scottish Castle".

Coming Next Issue: "Suitability for the Boat's Intended Use"

(To learn more about John Welsford's designs, contact Chuck Leinweber at Duckworks Magazine, 608 Gammenthaler, Harper, TX 78631, online at www.duckworksmagazine.com)



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Around ten years ago we ran some plans and an account of *Sybil's* Yawl, so called because she was built as a tender to the Francis Herreshoff designed cat yawl *Sybil*. *Sybil* had no engine, but could tow this boat with little degrading of her very good sailing qualities, and be towed or pushed by it in a calm. To carry the powerful motor, 6hp with an exceptionally large propeller, we made the pram wide and carried the breadth well fore and aft. Even so, when the owner was alone in her, and stood up to pull the starting cord, her light weight made her look precarious. For the intended purpose a real box boat would have served better; straight sided and square section, but it would have been unthinkable to team one of those with the LFH design.

Tom Fulk in Anacortes, Washington, built one with a different objective, and writes of her as follows.

"Here are some photos of *Sybil's* Yawl in her "World's Best Fly Fishing Boat" incarnation. The photos were taken by two friends at Janice Lake in British Columbia, where we were fishing in early June. We had

Bolger on Design

Update On *Sybil's* Yawl

Design #507, 7'6" x 3'11"

superb fishing, and it continued during one day when it snowed from sunrise to sunset. At one point I had over 2" of snow in the bottom of the boat and fresh fish packed in the snow. That boat sure has given me a lot of pleasure.

In April I attended a conference for folks who make bamboo fly rods (I make them too). The boat was displayed on the lawn during one of the breaks and for nearly an hour it was the focus of discussion, and much admired by the nearly 90 participants.

Several of the details which make this a good fishing boat:

1. Small enough to fit into the back of a standard sized pickup truck inside the locked canopy.

2. The anchoring system is two 10lb lead balls, and the anchor lines exit the hull about 5" above the waterline, and pass over two small turning blocks. This enables us to anchor both ends of the boat, which is essential for fly fishing with nymphs in lakes. The large cleats are easily reachable from the seat. The exit holes are lined with brass bee hole liners. Fully retracted the anchors seem to be below the center of gravity and help stabilize the boat. If they were pulled up to gunwale height, they would contribute towards instability.

3. The seat is cut away at the sides so you can turn and cast sideways more readily.

4. The flat bottom is fiberglassed and there is a keelson with metal armor at each side of the flat bottom. This makes the boat stable when you run it up on a beach, and makes it easier to get in and out of.

5. The boat is light enough for one person to handle out of the water.

6. It rows easily, but not well, as the lack of a skeg inhibits directional stability. However, for fishing this is an advantage since you can spin the boat on a dime to face a rising fish and cast. My rowboats include an Adirondack Guide Boat, and a copy of Herreshoff's 17' rowboat to the original lines, and light at 84lbs, so I have some idea of what good rowing qualities are. Both of these boats do well in local rowing competitions, by the way.

7. There's a small cleat like fitting on the port side of the transom which keeps the fly rods from slipping off the side.

8. Not in the picture, but there is a piece of netting mounted on shock cord which clips in over the user's lap, and it serves as a stripping basket to hold the fly line during casting, keeping it clean and at a good height for casting ease.

9. The bottom is carpeted with rubber backed material. I usually fish in my stocking feet when it's not raining or snowing.

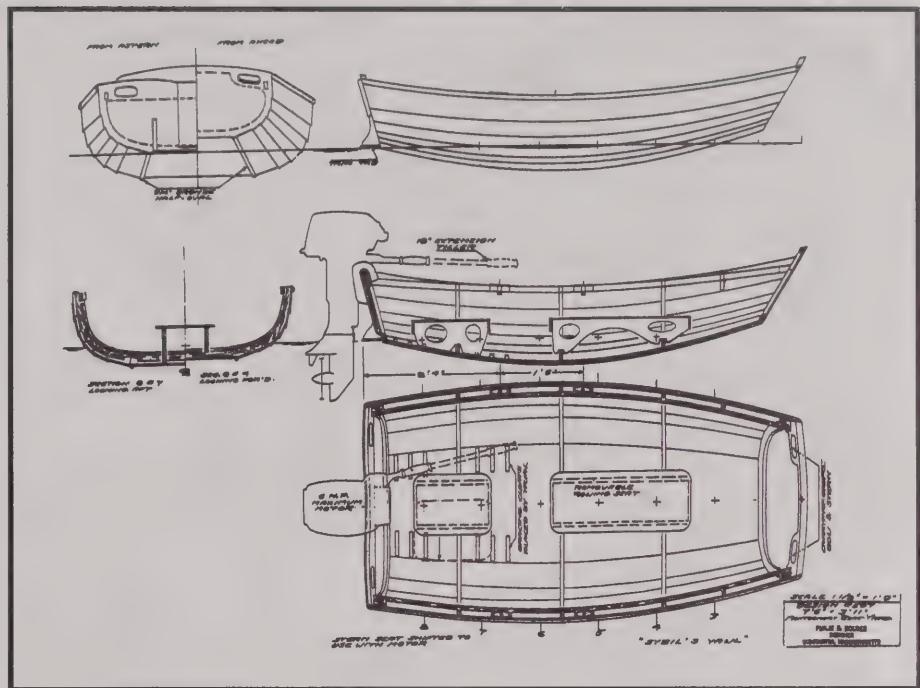


10. The boat was not difficult to build and it looks good. I planked a shell over lofted molds, and fit sawn frames after planking, which is the way I build virtually all my boats."

The plans show the boat as originally designed, as a yacht tender. The photos show the changes made by the veteran fishing enthusiast. The round bilge hull is somewhat easier to row, turns somewhat faster, and since there is less bulk for the footprint it is lighter to carry than a box boat like our Brick design. The box boat would carry more weight and be a much more stable platform; he could stand up to cast in one of those. Furthermore the boxes are much faster to build, thus to replace if lost or crunched, and likely easier to field repair. Still, certainly according to Fulk, it's possible to make a fair case that the round bilge boat is really better for his purpose than something simpler. Probably the decisive advantage is the one he leaves till last, it "looks good".

Plans of *Sybil's Yawl*, our Design #506, are available for \$50 ppd. first class mail, to build one boat, from: Phil Bolger & Friends, Inc., P.O. Box 1209, Gloucester, MA 01930.

Photo credits John Freeman and Don McKeon



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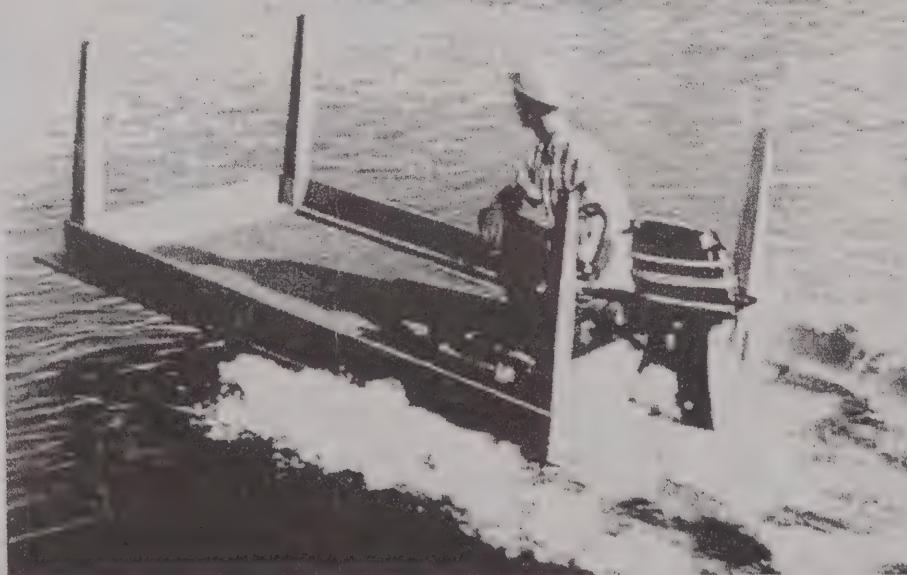
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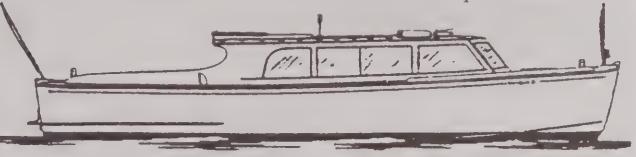
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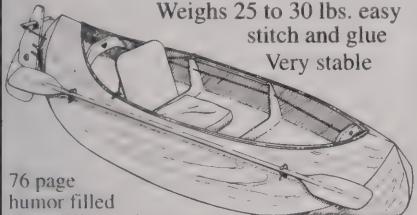
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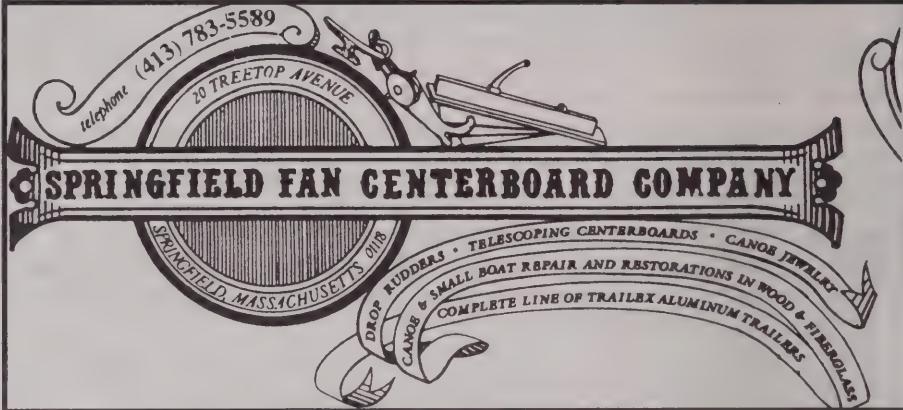
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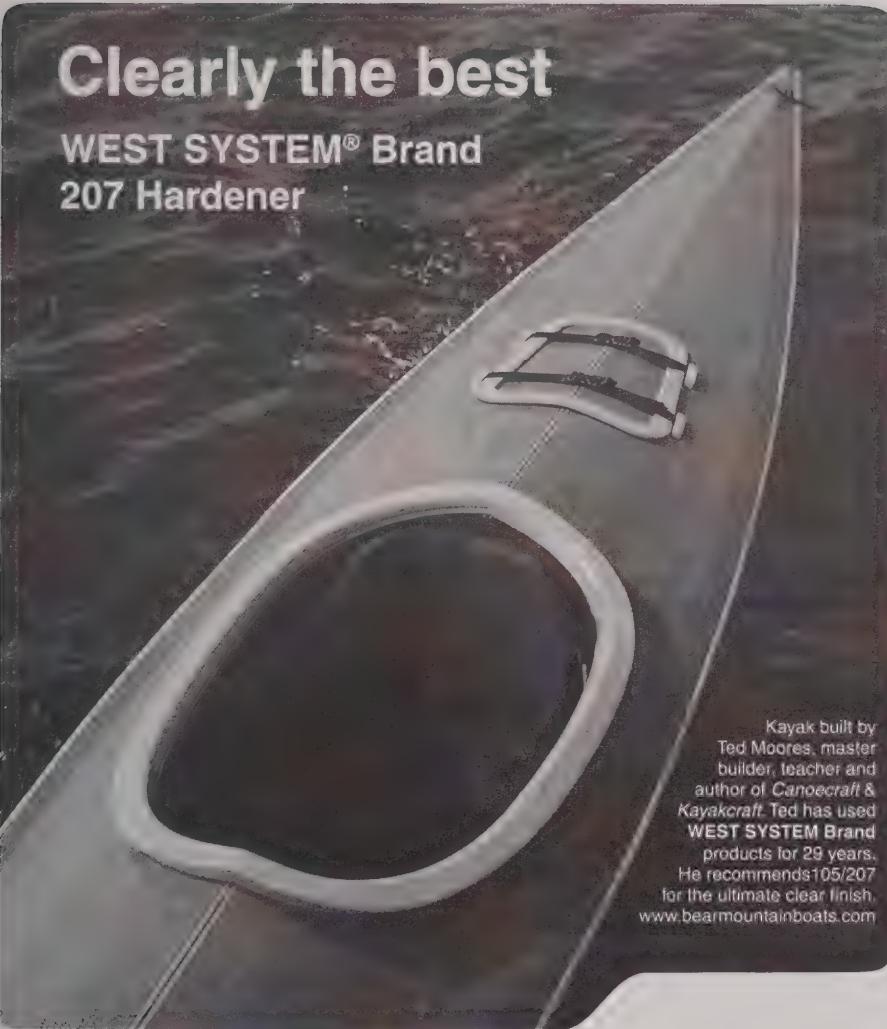
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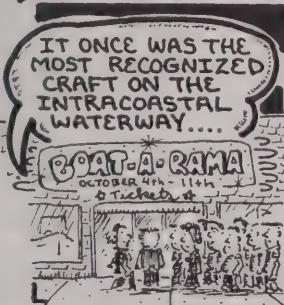
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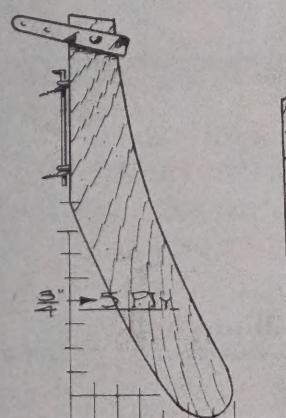
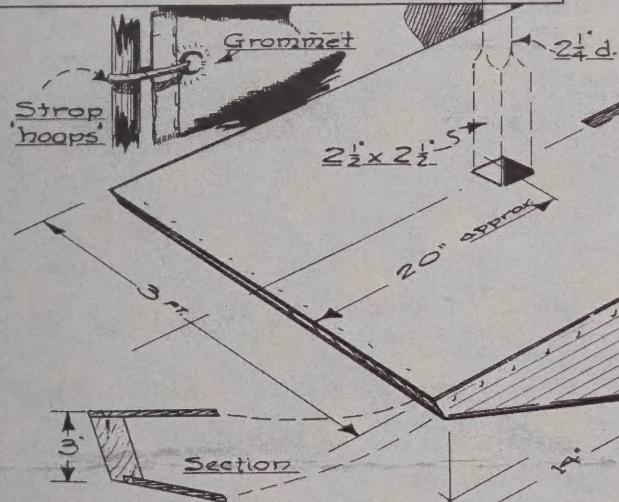
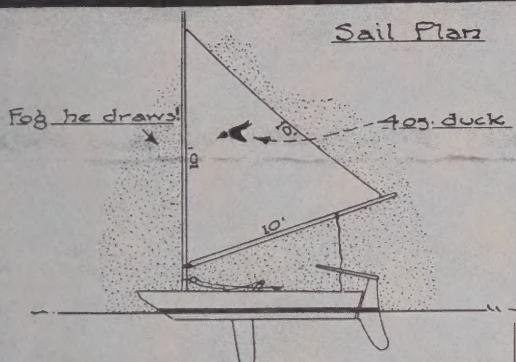
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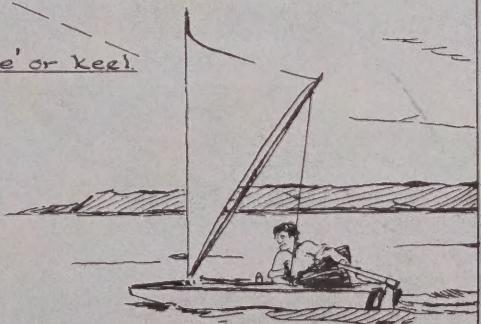
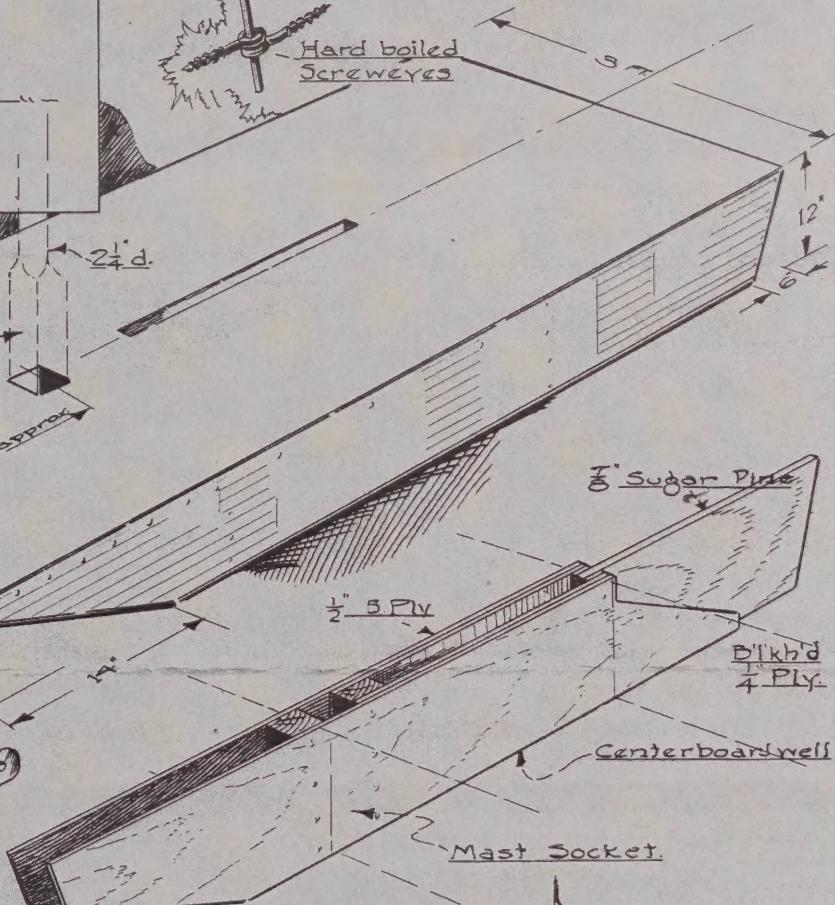
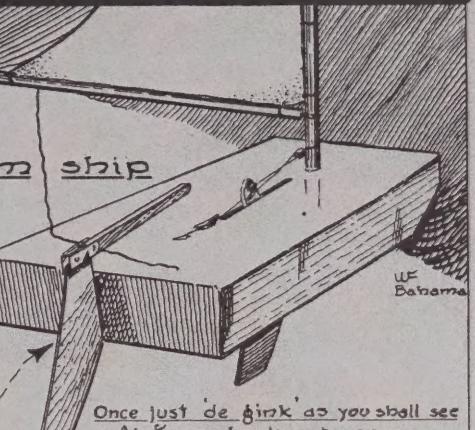
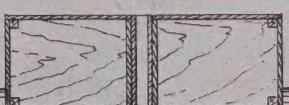
A.D. 1950*

WF
Bahama

Once just de gink' as you shall see
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